

A meeting of the: **Cabinet**

will be held on: **Tuesday 18 March 2025**

at: **2.00 pm**

in: **City Hall, Sunderland**

The meeting will be livestreamed and available to view on the Authority's YouTube channel via [www.youtube.com/@NorthEast\\_CA/streams](http://www.youtube.com/@NorthEast_CA/streams).

## AGENDA

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1.	<b>Apologies</b> To record any apologies for absence and the attendance of any substitute members.	
2.	<b>Declarations of Interest</b> Cabinet Members are required to declare any registerable and/or non-registerable interests in matters appearing on the agenda, and the nature of that interest, in accordance with the Authority's <a href="#">Code of Conduct for Members</a> .	
3.	<b>Announcements</b> To receive any announcements from the Mayor and/or the Chief Executive.	
4.	<b>Minutes</b> To confirm as a correct record the minutes of the previous meetings held on 28 January 2025.	1 – 8
5.	<b>The Mayor's Local Transport Plan and Transport Investments</b> To receive and endorse the Mayor's publication of the Local Transport Plan (LTP).	9 - 514
6.	<b>Creating Real Opportunity: The Interim North East Local Growth Plan</b> To seek endorsement of the Interim North East Local Growth Plan.	515 - 518
7.	<b>North East Combined Authority Excellence in Education Programme</b> To seek approval for a new North East Excellence in Education Programme.	519 - 526
8.	<b>Unlocking Finance for North East Businesses to start and to grow</b> To seek approval of investment to enable a suite of new regional funds by the North East Combined Authority.	527 - 533

9.	<b>Delivering our Ambition for the Regional Visitor Economy</b> To note and endorse the proposals for a structured engagement programme with regional and wider industry stakeholders.	<b>534 - 539</b>
10.	<b>The North East CA Strategic Risk Review (6 monthly update)</b> To provide a 6-monthly update on the North East CA's strategic risks in line with the governance and risk management arrangements.	<b>540 - 573</b>
11.	<b>Programme Delivery Update</b> To report an updated forecast of programme delivery expenditure for third quarter of 2024/25.	<b>574 - 602</b>
12.	<b>North East CA Adult Skills</b> To receive an update on provision of devolved Adult Skills Fund (ASF) and Skills Bootcamp funding for the 6-month period from 1 August 2024 to 4 February 2025.	<b>603 - 629</b>
13.	<b>Exclusion of Press and Public</b> Under section 100A and Schedule 12A Local Government Act 1972 because of exempt information is likely to be disclosed and the public interest test against disclosure is satisfied.	
14.	<b>Adult Skills - Confidential Appendices</b>	<b>630 - 638</b>
15.	<b>Town Centre and High Street Transformation</b>	<b>639 - 644</b>
16.	<b>Next Meeting</b>  To note that the next meeting of Cabinet is scheduled to be held on Tuesday 10 June 2025 at 2.00pm in County Hall, Durham.	

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## **Cabinet**

**28 January 2025**

(2.00pm)

Meeting held in: Council Chamber, Town Hall, South Shields

## **Minutes**

**Present:** Mayor Kim McGuinness (Chair)  
Councillor Tracey Dixon  
Councillor Martin Gannon  
Councillor Dan Greenhough  
Councillor Amanda Hopgood  
John McCabe  
Councillor Michael Mordey  
Dame Norma Redfearn DBE  
Councillor Richard Wearmouth

### **C57/01/25     Apologies for Absence and Substitutes**

Councillor Karen Kilgour. Councillor Dan Greenhough attended the meeting as her substitute. Councillor Glen Sanderson. Councillor Richard Wearmouth attended the meeting as his substitute. Martin Brookes, CVS Cabinet Member.

### **C58/01/25     Declarations of Interest**

There were no declarations of interests.

### **C59/01/25     Mayor's Announcements**

In her announcements Mayor Kim McGuinness:

- Welcomed everyone to the first Cabinet meeting of 2025, highlighting the progress in delivering for the people of the North East. She emphasised that the items for consideration at the meeting reflected the promise made collectively to the people of the region and deliver real change.
- Informed that since the last meeting there had been some good news that saw the commitment in action for culture, heritage and creative industry with funding of £10 million to enhance glass making and maintain the industry in Sunderland. The Mayor also referenced the opening of a new National Writing Centre in Newcastle and emphasised that the investments would attract visitors and create jobs for people from all backgrounds.
- Thanked everyone for promoting the extensive consultation into the Local Transport Plan, that received more than 16,000 responses, from every postcode in the region. The next steps would be to deliver greener buses, new metro trains, safer transport network and informed that the public would be updated in the months ahead on the various stages of delivery and future expectations.

- Informed that the combined authority was working closely with Government Treasury department on a pilot on infrastructure to proactively drive investment in the region.

## **C60/01/25      Minutes**

**Resolved** that the minutes of the meeting held on 26 November 2024 and the Extraordinary meeting held on 10 December 2024 be confirmed and signed by the Mayor as a correct record.

## **C61/01/25      Appointment to Cabinet – Chair of Business and Economy Board**

Cabinet received a report that proposed the appointment to Cabinet of a new member and substitute member to represent the business interests of the combined authority area and to Chair the Business and Economy Board.

It was proposed that John McCabe be appointed as Chair and Emily Cox as Vice Chair of the Business and Economy Board.

John McCabe addressed the meeting expressing his thanks for his and Emily Cox's appointments. He expressed his thanks for the support given by the Chamber of Commerce Board in backing him to seek the appointment and how he was impressed by the pace of delivery of the devolution deal.

Members welcomed John McCabe and Emily Cox to the Business and Economy Board and their position on Cabinet and looked forward to working with them.

### **Resolved:**

1. John McCabe be appointed as the Business Board Member of Cabinet and as the Chair of the Business and Economy Board; and
2. Emily Cox be appointed as the Substitute Business Board Member of Cabinet and as the Vice Chair of the Business and Economy Board.

## **C62/01/25      Public Service Reform Programme**

Cabinet received a report that provided an overview of a bold programme of work for the new Public Sector Reform (PSR) Portfolio and outlined connections and alignment across portfolios and with strategic partners. The report also proposed an indicative funding allocation to allow the delivery of impactful new projects to begin quickly, while creating the foundations required for long-term success.

Cabinet endorsement was sought for three key elements of the programme: the overall direction of the portfolio, which had been informed by engagement with key partners; the agreement of a joint Statement of Intent to underpin cross-sector working and partnerships; and the allocation of funds to enable the development of business cases and pilot projects to begin.

The mayor expressed her thanks to the cabinet member and officers for their work in progressing the work.

Members welcomed the report and expressed their agreement to the suggested key themes within the PSR statement of intent, and the intention for this work to support the portfolio advisory board and the child poverty reduction unit.

### **Resolved:**



1. Note and endorse the overall direction of the new Public Service Reform portfolio.
2. Endorse the joint Statement of Intent for Public Service Reform in the North East.
3. Approve an Investment Fund allocation of £350,000 to allow for rapid business case development of a Radical Prevention Programme, including support for pilots and the delivery of this work, with delegated authority to the Chief Executive, in consultation with the Mayor and Portfolio Holder, to procure and award the necessary contracts and determine arrangements, in accordance with the Single Assurance Framework and North East CA policies and procedures.

### **C63/01/25     The Leamside Investment Corridor**

Cabinet received a report that updated on the proposed development of a strategy for a Leamside Investment Corridor.

It detailed the long-term ambition to re-open the Leamside railway line that ran from Gateshead to Ferryhill in south County Durham, where it connected with the East Coast Main Line. The report set out plans for a much broader, ambitious, vision and strategy; that was about place-based growth, regeneration, better access to skills and employment, with the potential for a new town and/or other significant new housing, and the opportunity to realise significant government and private sector investment.

The Leamside Investment Corridor was expected to unlock significant levels of new private sector investment and financial innovation, delivering outcomes and contributing to the business case for the rail line itself reopening. It would provide an opportunity to manage the growth opportunities that the rail line would unlock that included enabling a new housing development, the corridor would provide better access to existing employment sites like Nissan and International Advances Manufacturing Park (IAMP); and support regeneration through connectivity in a number of more deprived communities, particularly around Washington North, Penshaw, West Rainton, Ferryhill and Fencehouses.

The approach the report proposed provided an outline framework, proposed future governance model and early actions to accelerate the Leamside Investment Corridor.

Members stated that report demonstrated clearly the purpose of the Combined Authority and its short, medium and long term goals in relation to transport and investment for the region. The opening of the Leamside line was a long term ambition and commitment to making the case to how this would bring economic growth in the region.

A member raised that the Leamside Investment Corridor was only one element of a much-needed strategic transport plan.

#### **Resolved:**

1. Note the contents of this report;
2. Endorse the Leamside Investment Corridor approach;
3. Agree an allocation of up to **£500k** from the North East Combined Authority Investment Fund to fund the development of the strategy and associated artefacts, including research; initial masterplan (including preliminary growth and housing strategies); cultural and creative strategy; and new area and spatial maps to illustrate the vision; and
4. Authorise the Chief Executive, in consultation with Director of Finance and Investment, to procure and enter into contracts with third party support for the above, within the stated allocated funds and in accordance with North East CA Financial Regulations, the Single Assurance Framework and policies and procedures.

**C64/01/25     Housing, land, and place regeneration early priorities**

Cabinet received a report that updated on the work of the Housing and Land Portfolio, building on initial priorities and commitment to deliver good quality and green homes. In total, over £120m of Combined Authority Investment had been made in housing and other capital projects, with the expected unlocking of over 3,000 homes alongside employment and regeneration benefits. It was reported that with current Brownfield Housing Fund resources fully allocated, work was also being undertaken on pipeline development, including seeking opportunities to build more social and affordable homes.

This included identifying priorities for investment and deepening partnership with Homes England and to maximise alignment and opportunities for future funding, building on the existing North East Strategic Place Partnership (SPP) agreement.

The report set out a proposed scope and next steps to establish a North East High Streets Commission, as an important step towards building a long-term and multi-agency approach that would support the vibrancy of high streets and town centres.

Working with external partners from the public and private sectors, the Commission would learn from the experiences and outcomes of constituent Local Authorities as well as other stakeholders from the region and further afield. The Commission would consider how best to support the longer-term regeneration and development of high streets, including establishing funding models that could leverage in further investment from the private sector.

As part of the Trailblazer Devolution Deal, £850,000 funding was earmarked to help plan for delivering lasting transformational change on the high street and it was asked to agree in principle to use the allocation for the establishment of the Commission and the development of its initial priorities for intervention.

Members stated that the report demonstrated what was already being delivered in the area, and that the high streets commission was important as there was a need to address long standing problems with high streets. It was expressed that there was a need for collaboration with all community sectors coming together to co-produce projects, with the need for private investment being vital.

It was asked what process would be proposed for constituent authorities to seek funding support from the combined authority for their own planned activity. The necessity for the commission to engage with high street business proprietors and communities to develop the best local opportunities for the repurposing the high street was also raised.

It was stated that where the constituent authorities had ownership, some good models of repurposing of shops and libraries and bringing them into housing use had been achieved.

**Resolved to:**

1. Note the progress made to date in respect of delivering Cabinet priorities through the Housing and Land Portfolio, and to endorse the work programme and priorities for 2025 set out in sections 3-5 of the report;
2. Agree to allocate £1m of technical assistance funding to strengthen the business cases and investment readiness of schemes on the North East Strategic Place Partnership housing pipeline and to delegate approval of the final principles, eligibility, scope, delivery and procurement arrangements of the fund to the Chief Executive, in consultation with Finance and Investment Board.
3. Agree to the launch of The North East High Streets Commission in Spring 2025, and:

- a. Delegate approval to the Chief Executive, in consultation with the Mayor and Cabinet, to appoint a Chair and members of the North East High Streets Commission and to agree its terms of reference.
- b. Agree that £700,000 of Trailblazer revenue resources are allocated to build the initial local priorities and inform the development of a programme of intervention for our highstreets, with delegated authority to the Chief Executive to award this funding to the Local Authorities as delivery partners, in accordance with the North East CA financial regulations and assurance procedures.
- c. Agree that £150,000 of Trailblazer revenue funding is allocated to support the establishment, secretariat, evidence base and work of the North East High Streets Commission, with delegated authority to the Chief Executive to take all necessary steps to implement these proposals.

## **C65/01/25      2025-26 Budget and Corporate Plan and the Medium-Term Financial Plan**

A report was received that requested approval of the final draft 2025-26 Budget, Medium Term Financial Plan and Corporate Plan for the North East Combined Authority (North East CA).

The Corporate budget and the Investment Programme budget had been reviewed during the period to the end of September 2024 and formed the base financial position on which the draft budget for 2025-26 had been developed.

The report included details of the North East CA's first Corporate Plan and was designed to focus the organisation on impactful delivery on behalf of the region and build on the work of the seven local authorities, two combined authorities, and partner organisations which together helped unlock the potential of devolution in the North East.

The mayor referenced the metro funding and advised whilst fares for the new metro fleet delivery was progressing performance had been affected by the Gateshead flyover road closure. It was proposed the metro fare rise be delayed until the summer, 1 July 2025, this would come at a cost to funding levels but there was a need to support passengers by having a short-term fare freeze until more of the new metro fleet were in service. The budget showed that there was no Mayor's precept to be applied.

### **Resolved:**

1. Agree the Corporate Plan as set out in section 2;
2. Agree the North East CA Corporate Budget for 2025-26 as set out in section 4;
3. Agree the overarching delivery budgets as set out in Sections 6-10;
4. Agree the following Transport Levies for 2025-26:

Durham County Council	£16,937,200
Northumberland County Council	£6,747,800
Tyne and Wear Councils	£72,409,000 (allocations detailed in Table 11)

5. Agree a transport revenue grant to Durham County Council for the delivery of transport services of £16,927,200, as outlined in section 17.2;
6. Agree a transport revenue grant to Northumberland County Council for the delivery of transport services of £6,737,800 as outlined in section 17.3;
7. Approve the Nexus 2025-26 revenue budget including proposed use of reserves, and agree a transport revenue grant to Nexus for the delivery of transport services in Tyne and Wear of £70,246,000 as outlined in section 17.5 and Appendix E;
8. Approve increases to Metro, Bus and Ferry fares together with a freeze in Under 16 concessionary products, as set out in section 17.7 and Appendix E;

9. Approve Nexus' three-year capital programme (2025-26 to 2027-28), noting that funding for a sizeable part of the 2026-27 programme is yet to be secured from CRSTS Round 1; funding for the 2027-28 programme is yet to be secured from CRSTS Round 2; and that £21.676m of reserve funding and £29.850m overprogramming has been factored in to the overall financing of the programme;
10. Approve the following BSIP fare caps for the period 1 April 2025 to 31 December 2025:
  - The £1 single fare and £3 daily cap for people aged 21 and under to be retained at the existing price points;
  - Adult multi-modal daily caps to be adjusted to £5 for Durham, £6 for Northumberland, £6.80 for Tyne and Wear and £7.50 for the entire North East CA area.
11. Approve the budget for the Tyne Tunnels set out in section 18, including the proposal to increase tolls for Class 2 vehicles to £2.50 (10p increase) and Class 3 vehicles to £5.00 (20p increase) and maintain the 10% discount for pre-paid customers;
12. Note the reserves position as set out in Section 20, which will be kept under review while consideration of additional information becomes available about the financial risks facing the North East CA and the proposed arrangements for managing those risks.
13. Authorise the Director of Finance and Investment to accept the grant offer from Government with respect to the Made Smarter, UKSPF and the Economic Inactivity Trailblazer programmes on behalf of the Authority, subject to the terms and conditions set out by Government.
14. Authorise the Chief Executive, in consultation with the Director of Finance and Investment and relevant Cabinet Member, to approve commencement of the associated procurement activity with respect to Made Smarter, UK SPF and the Economic Inactivity Trailblazer programmes and subsequent award of contracts.
15. Authorise the Chief Executive, in consultation with the Director of Finance and Investment, Monitoring Officer and relevant Cabinet Member to approve project applications and contracts brought forward through the approved Made Smarter, UK SPF and Economic Inactivity Trailblazer Delivery Plans, in line with the North East Single Assurance Framework.
16. Agree the Treasury Management Strategy and Prudential Indicators as set out in Appendix H.

#### **C66/01/25      2024-25 Budget Monitoring Position Update**

A report was received that presented a revised budget position for 2024/25, showing the updated forecast spend for the North East Combined Authority's Corporate Budget and delivery programmes.

The report also identified further updates expected to impact on either the corporate or service delivery planned budgets in 2024/25.

#### **Resolved:**

1. Note the updated corporate budget position for 2024/25;
2. Note the planned funding and commitment levels for the delivery programme; and
3. Approve the planned budget updates.

#### **C67/01/25      North of Tyne Combined Authority and the former North East Combined Authority 2023-24 Statements of Accounts**

A report was received that presented the Draft Statements of Accounts for the period ending 6 May 2024 for both the former North of Tyne Combined Authority (NTCA) and the former North East Combined Authority (NECA). The report covered the regulations under which the Statements of Accounts were prepared and detailed the items included within them.

At the time of consideration, the audits of the NTCA and NECA accounts were not complete. The auditors would report to the 18 February 2025 Audit and Standards Committee with the expectation that the audits be completed by end of February 2025.

**Resolved:**

1. To note the two sets of Statements of Accounts for the period ended 6 May 2024, including the Narrative Reports and Annual Governance Statements in line with Audit and Accounting Regulations 2015 as presented.
2. Authorise the Director of Finance and Investment, in consultation with the Mayor, Chief Executive and chair of the Audit and Standards Committee, to agree to any final amendments or changes to the two sets of Statements of Accounts for the period ended 6 May 2024, including the Narrative Reports and Annual Governance Statements and thereafter to approve the same.

**C68/01/25 Exclusion resolution**

Exclusion of Press and Public Resolved that, by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, press and public be excluded because exempt information was likely to be disclosed and the public interest test against the disclosure was satisfied.

**C69/01/25 Tyne Pressure Testing Project: North East Investment Fund Loan Variation**

Consideration was given to the recommendation to write off a loan made to Tyne Pressure Testing Limited. This loan was made through the North East Investment Fund (NEIF) as part of an investment decision made by the former North East Local Enterprise Partnership (NE LEP).

**Resolved:**

1. Agree the partial write down of the North East Investment Fund Loan to Tyne Pressure Testing Ltd from a current balance of £3,483,613 to £435,000, as recommended by the Finance and Investment Board.
2. Agree the repayment of the remaining balance of £435,000 by Tyne Pressure Testing Ltd as recommended by the Finance and Investment Board.
3. Agree the application of an appropriate Upside/Clawback clause, to be triggered after five years should the cash balances of Tyne Pressure Testing Ltd exceed the agreed forecast, or there is the prospect of additional income from the sale of the asset/company subsequent to the write down of the debt.
4. Delegate to the Chief Executive, in consultation with the Director of Finance and Investment and the Monitoring Officer, to conclude the agreement following the application of appropriate subsidy control advice.

**C70/01/25 Sale of land by Nexus**

A report was received that sought approval for the disposal of land adjacent to Heworth Interchange, as required by the Transport Act 1968 since this was a disposal of Nexus land.

It was recommended that the timing of the sale of the land be delegated to Chief Executive in consultation with the Mayor, the Director of Finance and Investment and the Managing Director of Nexus following the receipt of updated data to the usage of the land.

**Resolved:**

1. Agree to delegate final approval of the sale of Nexus land at Heworth Interchange (as shown edged red at Appendix 1) to the Chief Executive in consultation with the Mayor, the Director of Finance and Investment and the Managing Director of Nexus.

**Title:** The Mayor's Local Transport Plan and Transport Investments  
**Report of:** Philip Meikle, Assistant Director of Transport Strategy  
**Portfolio:** Transport

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## Report Summary

This report asks Cabinet to endorse the Mayor's publication of the Local Transport Plan (LTP), which has been finalised following extensive public consultation along with the LTP Delivery Plan.

The report outlines £208m of Local Transport Plan projects, the first phase of £800m of investment the Mayor will make across the region's transport network over the next three years. This investment is set out in the LTP Delivery Plan which outlines Mayoral transport priorities and projects that will transform transport in the region by 2027.

This report also updates on funding recently secured to deliver the LTP, in line with the Government's commitments under the North East Devolution Deal including:

- £116.852 million of capital funding through the region's City Region Sustainable Transport Settlement (CRSTS) in 2025/26 plus an additional £23 million of capital funding to deliver transport schemes in Durham over the next two financial years, and £9.85 million of CRSTS capacity (revenue) funding;
- £15.8 million for electric vehicle charging infrastructure from the Local Electric Vehicle Infrastructure (LEVI) fund;
- £21.7 million of capital funding for increased highways maintenance in 2025/26

Finally, the report seeks approval from Cabinet for various activities to continue delivery of the transport programme as outlined in the LTP and its Delivery Plan including:

- Allocation of highways funding to local highways authorities to assist with road maintenance;
- Work to procure contracts with private sector suppliers to deliver up to 1,500 publicly available charge point units across the North East under the LEVI programme, targeting residential areas without access to off-street parking;
- A programme of 22 Active Travel capital schemes delivering over 90km of improved infrastructure provision throughout the region, funded through CRSTS.
- A new study to identify infrastructure assets that are critical to the proper functioning of the regional transport network.
- The relocation of North Shields Ferry Landing from its current site to the Fish Quay, funded through a combination of Transforming Cities Fund and CRSTS.

## Recommendations

Cabinet is recommended to:

1. Note the changes to the Local Transport Plan and LTP Delivery Plan that have been made arising from consultation responses as set out in Appendix D.
2. Support the Mayor's intention to publish:
  - a. The finalised Local Transport Plan shown in Appendix A and summarised in Appendix B
  - b. The LTP Delivery Plan shown in Appendix C
  - c. The LTP consultation overview and findings report shown in Appendix D
  - d. The Integrated Sustainability Appraisal (ISA) shown in Appendix E
  - e. The Transport Asset Management Plan shown in Appendix F

3. Delegate authority to the Chief Executive to:
  - a. Make minor changes to the LTP and its associated documents to reflect changes approved by Cabinet
  - b. Make any textual or grammatical corrections to the LTP and its associated documents.
  - c. Progress associated procurement activity and award contracts as set out in recommendations 4 and 5.
4. Accept the following transport grants, noting the associated conditions set out by the Department for Transport (DfT):
  - a. £116.852 million in capital funding through the City Region Sustainable Transport Settlement (CRSTS) for financial year 2025/26 as outlined in section 1.2.5.
  - b. £23 million in capital funding bringing Durham into the CRSTS programme in 2025/26 and 2026/27 as outlined in section 1.2.10.
  - c. £9.85 million in resource (revenue) funding for capacity and capability building in support of CRSTS 1 delivery, and to build longer term local transport planning and delivery capacity as we look towards CRSTS 2 as outlined in section 1.2.12.
  - d. £21.7 million of capital for increased highways maintenance in 2025/26 as outlined in section 1.4.
  - e. £15.8 million in capital funding from the Local Electric Vehicle Infrastructure (LEVI) Fund as outlined in section 1.5.
5. Approve the investments set out below:
  - a. £21.7 million of increased highways maintenance funding for 2025/26 to be allocated to constituent highways authorities as outlined in section 1.4.
  - b. £0.45 million of CRSTS capacity funding for the procurement of a study which identifies infrastructure assets that are critical to the proper functioning of the regional transport network as outlined in section 1.3.7.
  - c. £1.1 million of CRSTS capacity funding to procure a contract for the independent appraisal of transport schemes inclusive of those schemes in the CRSTS programme outlined in section 1.2.15.
  - d. £15.8 million in LEVI Funding for awarding supplier contracts for all phases of delivery as outlined in section 1.5.
  - e. £106.498 million of CRSTS capital funding inclusive of overprogramming, for the Active Travel Programme Business Case, with onward approvals of schemes to be managed through Finance and Investment Board, in line with the Single Assurance Framework as outlined in section 1.2.8.
  - f. £8.180 million of CRSTS capital funding supplementing the £4.58 million of Transforming Cities Funding approved in July 2024 for the North Shields Ferry Landing scheme, delegating authority to the Chief Executive in consultation with the Mayor and Portfolio holder for Transport, subject to the conclusion of appraisal and due diligence in line with the Single Assurance Framework, to enter into a Grant Funding Agreement with Nexus to the value of £12.760 million.

## **1. Context**

### **1.1. Introducing the LTP (Local Transport Plan) and associated documents**

#### **1.1.1. LTP**

The North East Mayor has set out a vision to deliver a green integrated transport network through the production of a new LTP for the region, the LTP is a statutory plan and sets the North East CA's transport priorities up to 2040, including plans to deliver the Mayor's manifesto commitments for transport. The new plan is included as Appendix A to this report.

- 1.1.2. To accompany the full length LTP, a document has been prepared entitled "Delivering Green Transport". This document is designed to summarise the longer LTP document and is included as Appendix B to this report.

#### **1.1.3. LTP Delivery Plan**

The LTP delivery plan supports the LTP by setting out what is proposed will be built, introduced or changed, to deliver the LTP. Partners such as Local Authorities, Nexus and transport operators will



deliver many of the schemes outlined in the delivery plan, and like the LTP, the delivery plan covers the period of time up to 2040.

1.1.4. The delivery plan:

- Highlights powers and other delivery mechanisms (such as bus reform) which support the delivery of the LTP;
- Sets out a range of interventions and schemes that are costed and set against potential funding options, including specific mayoral manifesto commitments: and
- Aligns interventions to schemes that can be delivered (subject to funding and powers) in the following time periods:
  - Up to 2027
  - 2028-2032
  - 2033-2040

1.1.5. The delivery plan is a live programme which will evolve as interventions develop, new funding priorities are identified, and as we progress through delivery, which means some schemes may drop out and be replaced by alternatives over time. Both the LTP and delivery plan have been developed in collaboration with the seven local authorities and Nexus. The delivery plan is included as Appendix C to this report.

1.1.6. **Integrated Sustainability Appraisal (ISA)**

The ISA evaluates the impact of the LTP on factors such as environment, health, inclusion and accessibility and is a statutory requirement. There is also a post adoption statement as part of the ISA which outlines the nature of the assessment undertaken and necessary future actions. This statement will be published when Cabinet adopts the LTP.

1.1.7. **LTP Consultation**

The LTP, the delivery plan and the ISA have all been subject to extensive public consultation which was based on draft consultation versions of the documents approved by Cabinet on 17 September 2024.

1.1.8. Consultation ran across a 12 week period between 4 November 2024 and 26 January 2025. It included face to face engagement and meetings at locations across the region, online discussion and surveys promoted by social media. 16,294 responses were received of which:

- 15,565 were from individuals;
- 19 were from statutory consultees;
- 41% were from males;
- 54% were from females;
- 80% were from respondents in urban areas and 20% from in rural areas; and
- 26% of respondents had a disability.

1.1.9. Responses indicate support for the LTP. 81% of respondents strongly agree or agree with the ambition, 85% strongly agree or agree that the LTP identifies the right challenges, and 81% believe that we are focusing on the right improvements. 64% of responses indicate that proposed improvements would increase their use of sustainable travel.

The final version of LTP, delivery plan and ISA have been reshaped following consultation to reflect feedback including:

- A need for greater reference to how transport can support economic and housing growth sites;
- Requests to include taxis as part of the integrated transport network;
- A need to better align the LTP with the North East CA missions and the North East Local Growth Plan;
- Calls for stronger references to freight; and
- The need to prioritise maintenance and resilience of existing transport assets.

A full overview of the consultation, which summarises the audiences, approach, and findings, can be found in Appendix D to this report. It also includes a summary of the changes made to the LTP and interrelated documents as a result of the consultation, and if feedback hasn't been actioned in the LTP, it explains why.

## **1.2. Securing and Deploying Funding for Delivery**

Actions to deliver the LTP are already underway. In June 2024, Cabinet approved investments in electric vehicle charging infrastructure and zero emission buses for the region, and at its July meeting, Cabinet approved the project to examine how buses might be brought into public control. The programme of sustainable transport investment funded through funding streams including Bus Service Improvement Plan funding, Transforming Cities Fund, the Levelling Up Fund and the Active Travel Fund, totals in excess of £256 million.

1.2.1. Further capital funding is now available to supplement funding secured to date, and further support the delivery of the LTP, allowing schemes outlined in the delivery plan over the period to financial year 2026/27 to proceed. Newly available funding is made up of:

- £116.852m of City Region Sustainable Transport Settlement (CRSTS) funding;
- £23 million in capital funding bringing Durham into the CRSTS programme in 2025/26 and 2026/27
- £21.7m of additional Highways Maintenance funding, and;
- £15.8m of Local Electric Vehicle Infrastructure (LEVI) funding.

### **1.2.2. City Region Sustainable Transport Settlement (CRSTS)**

Government established CRSTS to provide consolidated, long-term capital funding for public and sustainable transport infrastructure. Specifically, CRSTS is intended to leverage investment in integrated and cross-modal sustainable transport, for example, bus, rail, cycling and walking.

1.2.3. Receipt of CRSTS is dependent on the submission of a business case to Government, that details investment propositions, in addition, to clearly demonstrating how proposals are deliverable and achieve value for money.

1.2.4. This business case was submitted following the North East CA Cabinet meeting on 30 July 2024 at which the Mayor and Cabinet approved a programme of capital investment totalling £181m in value inclusive of overprogramming to be funded through CRSTS. A detailed overview of the CRSTS programme is provided within appendix G.

### **1.2.5. Receipt of CRSTS**

Government has now approved the business case for CRSTS, with funding formally awarded to the region for the delivery of our CRSTS programme and a letter issued to North East CA in January, outlining a first payment for financial year 2025/2026 totalling £116.852m.

1.2.6. Conditions associated with grant funding for the North East CRSTS programme, are outlined below:

- a. Any cost overruns on projects in the pipeline are to be managed by North East CA.
- b. The Washington Loop Metro scheme will be 'retained' by the Department for Transport requiring outline business case approval from the Department for Transport and HM Treasury to proceed to delivery.
- c. Continued co-operation is required with the Department for Transport on the integrated ticketing scheme funded by the North East City Region Sustainable Transport Settlement to manage overlaps with any national trials.

1.2.7. Part of Recommendation 4 of this report is that Cabinet agrees to accept CRSTS grant funding including the funding conditions outlined above, noting further funding will be received in financial year 2026/27. Onward approvals of schemes and investment decisions within the CRSTS programme will be taken in line with the approved Single Assurance Framework.

### **1.2.8. CRSTS Approvals**

Part of Recommendation 5 of this report is that Cabinet agrees to approve the CRSTS funded active travel programme business case. The business case totals £106.498 million of capital

funding inclusive of overprogramming and is included at appendix G. Onward approval of the schemes included within the active travel programme business case will be managed through the Technical Officers Group and the Finance and Investment Board, in line with the Single Assurance Framework. The delivery of the schemes funded by CRSTS through the active travel programme business case, will see the delivery of over 90km of improved active travel provision throughout the region.

- 1.2.9. Recommendation 5 of this report also seeks Cabinet approval for £8.180 million of CRSTS capital funding, supplementing the £4.58 million of Transforming Cities Funding approved at July's Cabinet meeting, to re-locate and construct a new ferry landing at the Fish Quay. This project will safeguard and enhance the future of the Shields Ferry so it continues to meet customer needs and plays a key role in the regeneration of the North Shields Fish Quay as part of North Tyneside Council's regeneration plan "An Ambition for North Tyneside". It is proposed to delegate authority to the Chief Executive in consultation with the Mayor and Portfolio holder for Transport, in line with the Single Assurance Framework, to enter into a Grant Funding Agreement with Nexus to the total value of £12.760 million. This is on the understanding that the business case for the scheme will come forward for review by May 2025, and swift approval of the scheme will be required to ensure that Nexus as scheme promoters are capable of capital delivery within CRSTS programme timescales.

**1.2.10. Durham Funding**

In addition to the CRSTS grant provided to the region for financial year 2025/2026, Government have also confirmed that the North East CA will be allocated a further £23 million of capital funding, ring-fenced for propositions in County Durham. This funding provides equitable transport investment for County Durham, in line with the wider CRSTS programme acknowledging the circumstances when the North East Devolution Deal was struck in December 2022.

- 1.2.11. Funding will be unlocked via a change control to be agreed with the DfT, setting out key details such as delivery timescales, scope of propositions and anticipated benefits. Approval of the change control will enable the regional programme to grow to accommodate Durham's propositions for delivery in line with CRSTS timescales over the period 2025/26 and 2026/27. Part of Recommendation 4 of this report is that Cabinet accept this ring-fenced CRSTS funding.

**1.2.12. Capacity Funding and Assurance**

The CRSTS programme is also supported by revenue funding to assist in programme delivery and build term local transport planning and delivery capacity.

- 1.2.13. Prior to the formation of the North East CA, the former Joint Transport Committee (JTC) managed CRSTS revenue funding on behalf of the region, receiving in total £11.36m of funds. In March 2023, the JTC allocated budget headings for revenue funding to assist the development, management, and onwards assurance of the CRSTS programme. This included £1.98 million for programme management, assurance, monitoring and evaluation of the CRSTS programme.

- 1.2.14. The current contract for independent assurance of transport business cases expires at the end of the financial year 2024/25. It is therefore recommended that Cabinet agree to utilise £1.1 million of the previously allocated £1.98 million budget, to procure a contract for the independent appraisal of transport business cases which will support both CRSTS propositions and the wider transport programme in line with the Single Assurance Framework.

- 1.2.15. In addition to the £11.36 million of revenue funding received to date from the DfT, the North East CA has been awarded a further £9.85 million to continue to build capacity and capability to commence preparations in respect of the next round of CRSTS funding. It is recommended that Cabinet accepts this funding, acknowledging that funding for supporting the CRSTS programme now totals £21.21 million. Recommendation 4c of this report is that Cabinet accepts this revenue CRSTS capacity funding and Recommendation 5c is that Cabinet approves the use of CRSTS revenue funding to support the independent assurance of the CRSTS programme as outlined above.

**1.3. Transport Asset Management Plan (TAMP)**

- 1.3.1. The 2022 Devolution Deal placed all local roads maintenance funding under the control of the North East CA as part of CRSTS, consolidating existing funds including: Highways Maintenance, Pothole Funding and the Integrated Transport Block. In total, the amount of existing funds for roads maintenance included within the North East CRSTS totals £66.3 million per annum.

- 1.3.2. The allocation of maintenance funding to highways authorities is articulated in and guided by the regional Transport Asset Management Plan (TAMP). The TAMP has been developed collaboratively with local authority officers and the support of specialist transport consultants.
- 1.3.3. At the July 2024 meeting of the North East CA Cabinet, the Mayor and Cabinet agreed the £66.3 million per annum allocation of CRSTS funding for highways maintenance, in addition to utilising the flexibility afforded by CRSTS to re-balance funding to ensure it is appropriately allocated where there is defined need, uplifting the £66.3 million per annum with a further £4.76 million per annum over 2024/25 through to 2026/27, resulting in a total £71.13 million per annum allocation.
- 1.3.4. The TAMP incorporates the financial decisions of the Mayor and Cabinet, outlining in detail, the financial allocations for highways authorities through the period to the end of financial year 2026/27 in a single asset management plan for the North East road network in its entirety. The TAMP is provided as Appendix F of this report, and Recommendation 2e of this report is that Cabinet and the Mayor agree to adopt and publish it.
- 1.3.5. The TAMP has been developed collaboratively with constituent local authorities, considering the entirety of the region's asset portfolio. In doing so, a unique category of highway infrastructure was identified, referred to as to 'critical infrastructure', i.e. assets that are either large, complex, essential to the local economy, protect communities from severance, are integral to the good functioning of the transport network, enable residents to access key services and opportunities and also are high in the public profile, disruptive and/or expensive to refurbish.
- 1.3.6. The TAMP recommends that a new approach should be taken towards identifying the maintenance needs of these assets to facilitate a proactive maintenance regime optimising value for money, predicting future investment needs and to better make the case for long-term funding.
- 1.3.7. Recommendation 5b of this report is that Cabinet agrees to allocate £0.45 million of CRSTS revenue funding to procure a study that assesses the state of the network with specific regard to critical infrastructure. This work will ensure that the next iteration of the TAMP adopts a more economic approach to these assets by better predicting future investment needs and providing an opportunity to secure long term funding to optimise value for money, thereby mitigating the risk of impacting overall budgets for major interventions and reducing pressure on both CRSTS and maintenance budgets over the longer-term.

#### 1.4. Highways Maintenance Funding Uplift

- 1.4.1. In December 2024, the North East CA received notification that the region would receive an uplift in highways maintenance funding for the financial year 2025/26 totalling £21.734 million. This funding is derived from the £500 million uplift announced by the Chancellor on 30 October 2024 and is allocated to the region utilising the DfT's highways maintenance formula, which takes into account road length and the number of bridges and street lighting columns for which each constituent local authority is responsible for maintaining.
- 1.4.2. The funding award made clear that Combined Authorities must determine what funding to pass to each constituent authority. Recommendation 4d of this report asks that Cabinet accepts this funding and allocates it to local authorities by replicating the highways maintenance formula that provided the regional allocation at the lower tier. Financial allocations from the £21.734 million of uplifted highways maintenance funding to local authorities on this basis is provided below:

Authority	HM Proportion	
Durham	0.283712	£6,166,207.11
Gateshead	0.065379	£1,420,957.37
Newcastle	0.064787	£1,408,077.35
North Tyneside	0.05389	£1,171,251.12
Northumberland	0.416364	£9,049,254.83
South Tyneside	0.036953	£803,131.75
Sunderland	0.078914	£1,715,120.47
<b>Total</b>	<b>1</b>	<b>£21,734,000.00</b>

## **1.5. LEVI (Local Electric Vehicle Infrastructure) funding**

- 1.5.1. The LEVI fund was established by Government to deliver EV (Electric Vehicle) charging infrastructure in residential areas, and encourages agreements with the private sector which enhance the size of the programme through match funding provided by the supplier.
- 1.5.2. £15.8 million of capital funding has been allocated to the region which will deliver over 1,000 charge points across the region primarily benefiting residents who do not have off street parking. Charge points will be installed in all seven local authorities, in areas with low commercial viability including remote rural locations.
- 1.5.3. The project will be delivered across three phases with a charge point operator procured for each phase with programme delivery scheduled to commence imminently. Recommendation 4e of this report is that Cabinet accepts this funding, noting the conditions in the Grant Determination Letter which forms Appendix H of this report. Recommendation 5d of this report is that Cabinet approves that delivery contracts can be let with the funding.

## **2. Impact on North East Combined Authority Objectives**

- 2.1 The LTP included as Appendix A demonstrates the part that transport plays in the delivery of all five of the North East CA missions, and section 3 of the Plan summarises this.
- 2.2 In turn, the delivery plan supports delivery of the LTP, offering a clear line of sight between the North East CA missions and the deployment of funding set out in this report.

## **3. Key risks**

- 3.1. Adoption and publication of the LTP and its associated documents reduce corporate risk to the North East CA as they provide a sound basis for projects such as bus reform, legitimising infrastructure delivery projects when combined with the due diligence provided by the single assurance framework.
- 3.2. There are delivery risks associated with the individual schemes set out within the delivery plan, such as cost inflation, challenge through consultation processes and failure to adequately identify benefits at the business case stage. Availability of resources to plan and execute schemes provided through CRSTS revenue funding can act to mitigate these risks. Acceptance of the funding included within this report will also reduce delivery risk.
- 3.3. Delivery risks associated with the grant funding included this report are centred on ensuring that schemes utilising funding defray expenditure in line with any conditions of funding. In the case of CRSTS funding, expenditure is required by 31 March 2027. This report therefore seeks to ensure risks of delivery are mitigated and minimised as far as possible by expediting the decision-making process relating to scheme approvals.
- 3.4. A full risk assessment for the programme of transport delivery has been prepared with detailed mitigations identified. This will be maintained and reported on through the lifetime of the programme. Scheme risks will be managed throughout the delivery of schemes by scheme promoters, reported on quarterly through the claims and monitoring process and fed into the overarching programme risk register alongside the corporate strategic risk register.

## **4. Financial and other resources implications**

The anticipated forecast of the grant expenditure associated with this report is provided in the table below:

Fund	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	TOTAL (£m)
City Region Sustainable Transport	-	45.721	86.990	-	-	-	-	132.711

Settlement Capital								
City Region Sustainable Transport Settlement Uplift (Durham)	-	7.667	15.333	-	-	-	-	<b>23.000</b>
City Region Sustainable Transport Settlement Highways Maintenance Uplift	-	7.145	7.145	-	-	-	-	<b>14.289</b>
Highways Maintenance Uplift	-	21.734	-	-	-	-	-	<b>21.734</b>
Local Electric Vehicle Infrastructure capital fund	-	2.633	2.633	2.640	2.640	2.640	2.640	<b>15.829</b>
<b>TOTAL</b>	<b>-</b>	<b>84.9</b>	<b>112.101</b>	<b>2.640</b>	<b>2.640</b>	<b>2.640</b>	<b>2.640</b>	<b>208.103</b>

## 5. Legal implications

The Grant Funding Agreements associated with recommendations 5 a-f are required to enable scheme promoters to commence drawing down the funding allocation associated with each individual scheme. Grant Funding Agreements will be prepared for schemes by officers and agreed with promoters, a mechanism intended to minimise any legal risks and ensure the North East CA's obligations to the Department for Transport in regards to both devolved funding and specific grant funding streams are met. These obligations are appropriately transferred to the scheme promoters through the Grant Funding Agreement. All schemes are subject to assessment of their subsidy control position prior to the award of funding, in line with the North East CA Single Assurance Framework. All Grant Funding Agreements will be reviewed and approved by both the North East CA's legal team and Director of Finance and Investment to ensure statutory obligations are met in full.

## 6. Equalities Implications

The content of this report is intended to have positive equalities implications. The LTP and its associated documents consider how transport can be accessible to all our region's residents, and funding will be awarded only to projects that are compliant with accessibility and other requirements.

## 7. Consultation and engagement

The extensive public consultation with has taken place to develop the LTP and associated documents is set out earlier in the report. Furthermore, there has been significant collaboration with LA and other partners in their development as well as in the development of documents such as the TAMP.

## 8. Appendices

Appendix A	Mayor's Local Transport Plan
Appendix B	Mayor's Local Transport Plan Delivering Green Transport.
Appendix C	Mayor's Local Transport Plan Delivery Plan
Appendix D	Mayor's Local Transport Plan consultation overview and findings
Appendix E	Integrated Sustainability Appraisal

Appendix F	Transport Asset Management Plan
Appendix G	City Region Sustainable Transport Settlement (CRSTS) Programme
Appendix H	Local Electric Vehicle Infrastructure (LEVI) grant determination letter
Appendix I	CRSTS Active Travel – sub-programme business case

## 9. Background papers

North East CA Cabinet, July 2024: <https://www.northeast-ca.gov.uk/downloads/2768/public-agenda-pack-north-east-ca-cabinet-30-07-24.pdf>

North East CA Cabinet, September 2024: <https://www.northeast-ca.gov.uk/downloads/2878/agenda-pack-north-east-ca-cabinet-17-09-24.pdf>

## 10. Contact officer(s)

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## 11. Glossary

CA	Combined Authority
CRSTS	City Region Sustainable Transport Settlement
DfT	Department for Transport
ISA	Integrated Sustainability Appraisal
JTC	former Joint Transport Committee
LA7	The seven Local Authorities which make up the North East region; Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland.
LEVI	Local Electric Vehicle Infrastructure
LTP	Local Transport Plan
TAMP	Transport Asset Management Plan



# North East Local Transport Plan: Delivering Green Transport

**Kim McGuinness**  
North East  
Mayor





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## Foreword



**The North East is on a mission to be known as the home of real opportunity, and this transport plan represents our path to a better region.**

In this plan I set out a vision for a reliable, accessible and green public transport system that works for all.

From a new railway line in Durham to electric vehicle charging points in Northumberland and an extended Tyne and Wear Metro, this plan is our region coming together to deliver real change.

We're ambitious and we're moving fast. The first three years of this plan will see more than £800m invested in major regional infrastructure and local authority transport projects.

We'll also take a new approach to public safety, making sure the transport system recognises that women and girls must feel safe if we are to have a truly accessible network.

We know also that years of austerity have hit our transport network hard, and as such we are prepared for further transport infrastructure challenges and the need to be flexible in our response.

The plan set out here will not create opportunity overnight, but in everything from bus reform to a new Metro fleet I am confident we are laying the foundations that create a new era of better, greener public transport.

**Kim McGuinness**  
North East Mayor

# 1. Executive summary

The Mayor's Local Transport Plan (LTP) for the North East sets out the North East Combined Authority's transport priorities up to 2040 with a list of proposals to create a green, integrated transport network that works for all.

The LTP and accompanying delivery plan and Integrated Sustainability Appraisal (ISA) have been subject to an extensive consultation which ran across a 12 week period between 4 November 2024 and 26 January 2025. The documents have been reshaped following consultation to reflect feedback received.

It sets out a vision for what that network should look like, and how it will help us tackle our current transport and wider regional

challenges. The accompanying LTP Delivery Plan sets out the projects and initiatives that will achieve the region's priorities, and these will be brought forward for delivery each year through the North East CA's Corporate Plan.

The LTP aims to **create a green, integrated transport network that works for all**. It covers both the movement of people and freight in the region. Its delivery will benefit our region's economy, environment, and health.

We believe in the principle that making any form of journey in the North East is good, as the movement of goods and people stimulates the economy, and even a trip for leisure purposes can improve mental and physical

health. However, making a green sustainable journey is even better, as those trips protect the environment and contribute towards improved public health.

A green, integrated transport network that works for all will make sustainable transport more attractive, convenient, and safer for the movement of both people and freight.

This will have a positive impact on communities in the North East, linking people to employment, education, health care provision, leisure opportunities and other essential services.

## North East Combined Authority missions

The LTP supports delivery of all five of the North East CA's missions:



Home  
of real  
opportunity



A North East  
we are proud to  
call home



Home to a growing  
and vibrant  
economy  
for all



Home of the  
green energy  
revolution

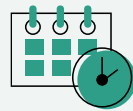


A welcoming  
home to global  
trade

## A green, integrated regional transport network that works for all

This LTP sets out the Mayor's aim to build a green, integrated transport network that works for all with a timeline and plan for delivery up to 2040.

We have used the following five areas of focus to provide an assessment of the current state of transport provision in the region, and we outline what an improved transport network should look like for the North East going forward:



Planning journeys/  
informing users/  
supporting customers.



Ticketing and fares.



Reach and resilience  
of infrastructure.



Safety, especially of  
women and girls, and  
other improvements in  
service quality.



Connections between  
different transport types.

We set out the expected standards for each area, and this sets the framework for the interventions which are set out in the Delivery Plan.

The North East has a diverse range of urban, suburban, and rural communities with different transport challenges and needs. This LTP recognises these differences and will support inclusive economic growth across the whole of the region, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity. Integrated, expanded, green transport will enable people and freight to travel more easily across our region and beyond, protecting our environment and tackling climate change.

### Delivery plan

The LTP Delivery Plan sets out the projects and initiatives the North East CA intends to carry out in order to create a green, integrated transport network that works for all.

Interventions are grouped into improvements that will be delivered by 2027, 2032, and 2040 and are accompanied by a costed package of funding measures to enable delivery. This rolling programme of investment will be continually monitored and updated to ensure the most appropriate and beneficial interventions brought forward. Outcomes will be monitored through Key Performance Indicators (KPIs).

An Integrated Sustainability Appraisal (ISA) has been undertaken to assess the environmental, economic and social impact of the LTP and Delivery Plan. This is available to read alongside this document, and additional recommendations responding to the ISA are set out in the Delivery Plan.

## 2. What is the North East Local Transport Plan?

### This section will:

- Outline what this document is, its purpose, and what the plan proposes.
- This section also sets out how the North East Local Transport Plan (LTP) can contribute to improving the North East's economy, skills, health, and environment.
- Makes the case that 'travel is good' and helping people to make greener journeys has the potential to positively impact our local economy, the environment, and health of our people.



This North East Local Transport Plan is a statutory plan which sets out our region's transport priorities up to 2040. The plan is centred on creating a better transport network that acts as the yardstick on which all other networks are judged. This involves creating a green, integrated transport network that works for all. We believe this will make sustainable travel options more attractive, convenient, and safer, enabling more people and freight to make greener journeys.

If successfully delivered, the projects and policies will help to enable inclusive economic growth, give people the skills to succeed, achieve better health outcomes, protect our environment, and tackle climate change by providing attractive, seamless, safer, sustainable transport for people and freight across our region.

### 2.1 What does the North East Local Transport Plan propose?

This document sets out proposals to create **a green, integrated transport network that works for all**, built on five key areas of focus (see section 5). The network should have more joined up information, ticketing, and high customer experience standards. **The network should be efficiently designed, simple, and easy to use.**

An enhanced network, that encompasses all types of transport, will enable people to make more greener journeys depending on their personal and journey circumstances.

It will bring together active travel, bus, Metro, rail, the Shields Ferry, and roads under one cohesive identity, signalling that it is accessible and inclusive for all.

This document also supports other North East CA and local authority plans, by promoting place making to ensure that a more joined up and reliable transport network links attractive areas with a broader range of good quality job opportunities. It will also support expansion of existing businesses and make relocation to our region a more attractive option through better infrastructure.

A Local Growth Plan (LGP) is currently being produced for the North East and will set out our region's shared priorities with the government to deliver opportunity across the North East. The emerging LGP aims to:

- Maximise our unique economic opportunities
- Support wider jobs growth
- Deliver transformational change for communities

The LGP's transport priorities are yet to be agreed with government, but are expected to align with this LTP. Delivery of the LGP and the LTP will contribute to meeting the North East CA's five missions.

The North East Combined Authority's Corporate Plan streamlines the organisation's work and brings together many different strategies and documents, including the Mayor's manifesto and the Cabinet Portfolio



Plans. The Local Growth Plan is structured around the same five missions of the Corporate Plan.

Aligning the LTP with the above documents, will help the Combined Authority deliver on the North East CA's five missions.

We will use this document to highlight opportunities for investment in, and improvements to our transport network. This document will be our foundation for programme development, using existing devolved funding sources and requests for new transport investments to our region from central government and other sources such as Land Value Capture (LVC). It will look at any additional powers that are needed to achieve this programme of activity. **This is the long-term transport strategy for our forward-looking region.**

## 2.2 Why is a new Local Transport Plan being published?

Under the December 2022 and March 2024 North East devolution deals we have access to a new multi-year financial settlement for transport which is devolved to our region from central government, enabling us to plan and align our transport investments as our region sees fit.

Delivery will be enabled by the suite of transformational funding, powers, and partnerships available to us through the devolution deals including:

- A significant amount of funding devolved to our region.
- Bus reform powers.
- The establishment of a highways Key Route Network (KRN).
- Partnerships with National Highways (NH), Great British Railways (GBR), and Active Travel England (ATE).

Over the coming years, our region intends to build on this by securing further funding and powers to develop a fully integrated transport network. Using this LTP as a guide, the North East will seek:

- Accelerated delivery of existing projects.
- Further strategic powers (railways and highways).
- Surety of funding (revenue and maintenance grants).
- Funding and delivery of major projects (such as Leamside Line, which includes extension to Washington, and Metro signalling).

It is in this context that the North East LTP is being published.

## 2.3 Making journeys is good

Transport is a means to an end, a way of being able to do the things that make up our lives. We travel to education, to work, to shops, to care for others, and to socialise with friends and in 2022 the **average person in the North East made around 981 journeys**

**a year – the most of any English region.** For businesses, transport enables the opportunity to acquire, move, and sell products and goods and to access a workforce. Making journeys stimulates the local economy and improves the physical and mental wellbeing of our people.

Transport is key to tackling inequality and deprivation by providing access to jobs, education, and healthcare and can also reduce social isolation, enhancing independence, opportunity, and wellbeing. High quality and integrated transport links (such as efficient connections between different types of transport and integrated ticketing) can help to promote the visitor economy, leisure, and regional development.

But how we choose to travel is important as it can leave an impact on our environment, health, and wellbeing. Through this LTP the North East CA aims to support the switch to more sustainable types of transport. Creating a fully integrated transport network will help achieve this.

**In 2022 58% of trips in our region were made by car or van as a driver or passenger, the most common of any transport type.**

## 2.4 Sustainable travel is better

Making journeys is good but sustainable travel, whereby people move around in a way which has less impact on our health and environment is even better.

There are extensive benefits that our region could experience if more people decided to make more of their journeys greener.

Little changes have a big impact and even travelling sustainably for one journey a week could potentially have a significant impact.

As part of our region's Making the Right Travel Choice strategy, analysis found that if car users switched one journey a week to public transport, walking, or cycling and people who don't have access to a car continue to travel sustainably this could:

- Potentially save around 214,000 tonnes of CO2 emissions a year.
- Potentially reduce poor health caused by road traffic emissions. It is estimated that poor air quality is responsible for around 360 deaths each year in central Tyneside alone.
- Result in more people becoming active, improving healthy life expectancy (HLE).
- Save petrol and diesel car drivers' money on fuel (approximately £170-£190 per year based on June 2022 fuel prices).

## 2.5 Helping people to make greener journeys

Supporting and enabling people to make more sustainable journeys around the North East will benefit our region's economy, environment, and public health.

Helping people to make greener journeys will also be one of the most significant ways of ensuring that transport can support the North East CA's missions.

We have created the 'decision tree', (see next page), to help people consider the travel options available. The 'decision tree' sets a hierarchy that prioritises active and sustainable travel, whilst also recognising that there is 'no one size fits all' approach and the reasons why people choose to travel are complex, personal, and can be influenced by several factors.

Crucially, the 'decision tree' makes clear that sustainable travel will not be possible for all journeys and there will be times when a car or van will be the most appropriate solution depending on journey and personal circumstances.

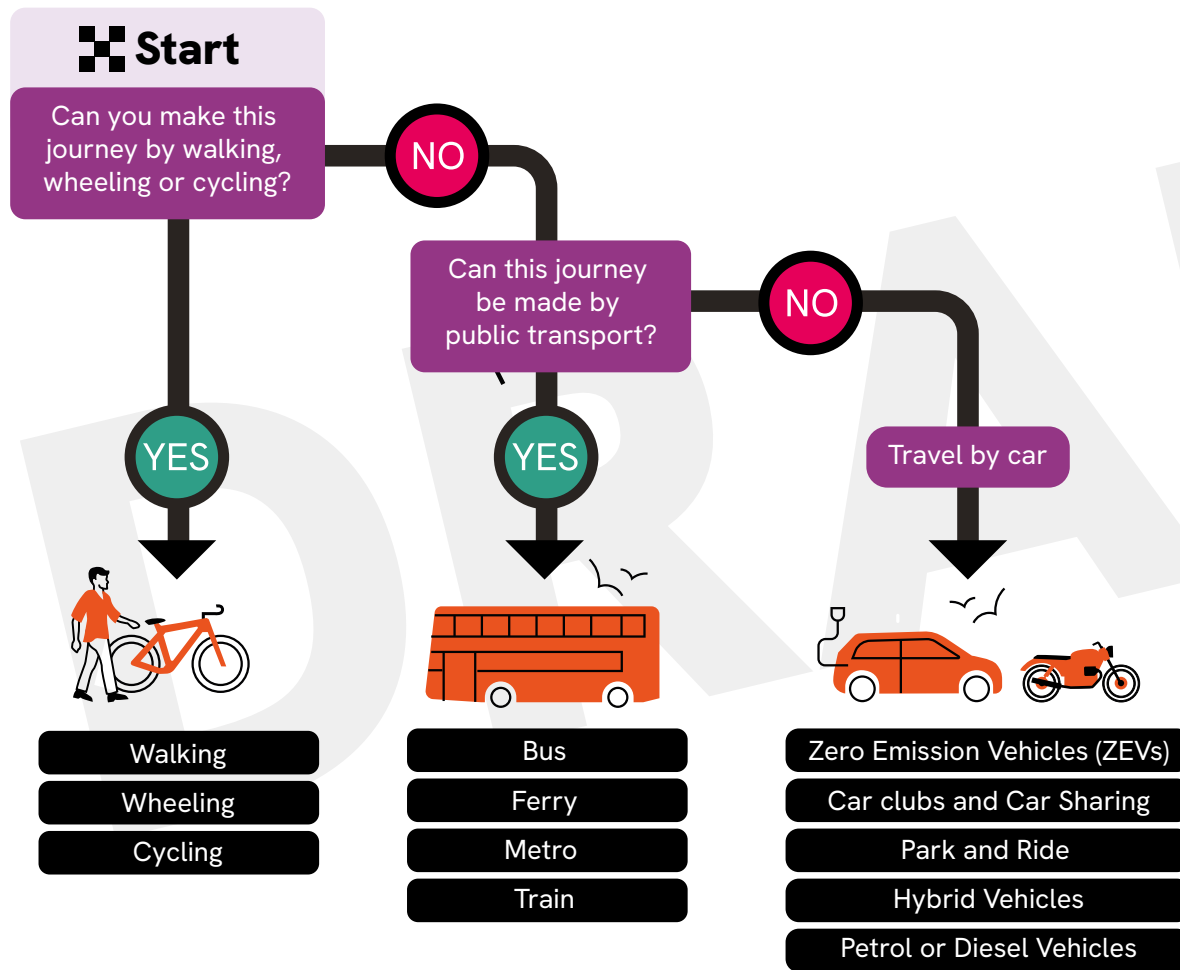
The principles of the 'decision tree' (Figure 1) also apply to the movement of freight and logistics. Successful delivery of the LTP could enable more freight to be transported by active travel or rail. More journeys being switched from car to sustainable transport, could also help reduce road congestion, resulting in improved and more reliable journey times for necessary journeys.

We recognise that car/van will be the only viable option for some journeys. If this is the case, the decision tree encourages people to consider the most sustainable option. Examples include, but are not limited to, the use of zero emissions vehicles, park and ride facilities and taxis. The decision tree encourages people to use these options where possible before using petrol or diesel vehicles.

Creating a fully integrated transport network based around the five areas of focus could make active travel and public transport more attractive options, enabling more sustainable journeys to be made.



Figure 1 - Greener Journeys 'decision tree'



## 2.6 Why transport is important to our region

High quality, integrated transport is important for the North East as it enables people to get to work, training, education, health services, meet friends, and for other leisure opportunities.

A more integrated transport network could deliver affordable public transport fares, improve access to opportunities, including education, employment and healthcare and reduces transport related social exclusion.

Delivering this LTP will result in our region having an excellent integrated transport network, supporting people to choose active travel and public transport for more journeys, also enabling the efficient movement of freight.

Creation of the integrated network will help to overcome the North East's long-term challenges including:

- Greater health inequalities than the rest of England.
- 1 in 4 adults are physically inactive, doing less than 30 minutes physical activity per week.
- Childhood obesity levels in reception and year 6 are significantly higher than the England average.

➤ Around one third of children in the North East CA area are living in poverty.

➤ 31% of residents in the North East (622,000 people) are at risk of transport related social exclusion (TRSE).

➤ A range of transport issues has led to a contrast between rural isolation in our more remote areas and poor air quality and congestion in parts of our cities.

➤ A slightly larger proportion of residents living in rural areas (19%) than the rest of England (16%), excluding London.

➤ Many different types of rural and coastal towns and villages across our region with diverse communities, geographies, and economies with different transport challenges and needs.

➤ Commuting to workplaces is dominated by car travel, so congestion is a significant issue on our roads, which affects public transport access and attractiveness, reduces productivity, and increases inactivity.

➤ Public transport use is falling over the long-term. Since 2014, bus and Metro passenger journeys per head and vehicle miles have both decreased.

➤ Transport contributes a significant proportion of carbon emissions. Approximately 97% of transport generated greenhouse gas emissions in our region are from roads, with A-roads being the greatest contributor.

➤ Some areas have significant air quality problems to be tackled.

➤ Car and van journeys made up 58% of all journeys made in 2022 and car ownership in the North East is increasing, leading to more traffic congestion.

➤ Only 36% of journeys to school are made by active travel, the second lowest region in England.

➤ Our region receives the lowest number of domestic and international visitors and has the lowest amount of spending of any region in England.

➤ The working age population is set to fall over the next two decades which will have an impact on both economic outputs and future transport requirements.

The provision of an integrated North East transport network can enable seamless transition between different forms of transport as part of the same journey, improving connectivity within our region, with other parts of the UK, and internationally. It can help to deliver a better performing, successful and prosperous regional economy which closes the gap with other parts of England.

## 2.7 What this plan covers

This LTP is centred on helping people to make greener journeys. We recommend the creation of a fully integrated transport network bringing roads, Metro, rail, buses, the Shields Ferry, and active travel (walking, wheeling, and cycling) under a cohesive identity. This will signal a truly integrated network that is efficiently designed, simple and easy to use, and part of people's everyday lives.

Whilst the integrated transport network will evolve over time, up to 2040, this LTP sets out the service standards upon which it will be built. They will collectively make up our improved transport network and set the framework for the schemes which follow in the Delivery Plan.

Following these standards will enable the North East to have an outstanding transport network where people are able to make greener journeys.

The standards are designed around five key areas of focus:

- Planning journeys/informing users/supporting customers
- Ticketing and fares
- Reach and resilience of infrastructure
- Safety, especially of women and girls, and other improvements in service quality
- Connections between different transport types



The LTP will enable the delivery of an improved, joined-up, co-ordinated, and integrated transport system across our region that works for our people.

This table sets out what information can be found elsewhere outside of this LTP.



Information that can be found elsewhere	Source
<b>Details of, and decisions about specific bus, Metro, the Shields Ferry, and local rail services such as routes, times fares and ticketing.</b>	<a href="http://www.nexus.org.uk">www.nexus.org.uk</a> <a href="http://www.gonortheast.co.uk">www.gonortheast.co.uk</a> <a href="http://www.arrivabus.co.uk/north-east">www.arrivabus.co.uk/north-east</a> <a href="http://www.stagecoachbus.com/about/north-east">www.stagecoachbus.com/about/north-east</a> <a href="http://www.northernrailway.co.uk">www.northernrailway.co.uk</a> <a href="http://www.travelinenortheast.info">www.travelinenortheast.info</a> <a href="http://www.durham.gov.uk/transport">www.durham.gov.uk/transport</a> <a href="http://www.northumberland.gov.uk/Transport.aspx">www.northumberland.gov.uk/Transport.aspx</a>
<b>Details of and decisions about airport operations, national rail services and seaports such as routes, timetables, and operations.</b>	<a href="http://www.newcastleairport.com">www.newcastleairport.com</a> <a href="http://www.portofblyth.co.uk">www.portofblyth.co.uk</a> <a href="http://www.portofberwick.co.uk">www.portofberwick.co.uk</a> <a href="http://www.portoftyne.co.uk">www.portoftyne.co.uk</a> <a href="http://www.portofsunderland.org.uk">www.portofsunderland.org.uk</a> <a href="http://www.crosscountrytrains.co.uk">www.crosscountrytrains.co.uk</a> <a href="http://www.grandcentralrail.com">www.grandcentralrail.com</a> <a href="http://www.lner.co.uk">www.lner.co.uk</a> <a href="http://www.lumo.co.uk">www.lumo.co.uk</a> <a href="http://www.northernrailway.co.uk">www.northernrailway.co.uk</a> <a href="http://www.tpexpress.co.uk">www.tpexpress.co.uk</a> <a href="http://www.gbrrt.co.uk">www.gbrrt.co.uk</a> <a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>
<b>Local Cycling and Walking Infrastructure Plans (LCWIPs) and Rights of Way Improvement Plans (RoWIPs).</b>	Walking and cycling improvements - Durham County Council Durham County Council Strategic Cycling and Walking Delivery Plan 2019-2029 Durham County Council ROWIP4

Information that can be found elsewhere	Source
<b>Local Cycling and Walking Infrastructure Plans (LCWIPs) and Rights of Way Improvement Plans (RoWIPs).</b>	<a href="http://www.gateshead.gov.uk/article/4517/Cycling-in-Gateshead">www.gateshead.gov.uk/article/4517/Cycling-in-Gateshead</a> Newcastle City Council LCWIP North Tyneside Cycling Strategy, including LCWIP Northumberland County Council LCWIP South Tyneside Council LCWIP Sunderland City Council LCWIP Northumberland County Council's Draft Rights of Way Improvement Plan (2024)
<b>Local highway management and investment proposals.</b>  <b>(Highway Asset Management Plans, Traffic Asset Management Plans, Highway Design Standards, Parking Standards and car park CCTV, Roadworks management).</b>	North East Transport Asset Management Plan How we look after our roads - Durham County Council Highways Asset Management Plan - Gateshead Council Roads and highways policies and plans   Newcastle City Council Highway asset management   North Tyneside Council Northumberland County Council - Roads and Streets South Tyneside Council - Roads, streets and pavements Roads, highways and pavements - Sunderland City Council Tyne and Wear Urban Traffic Management & Control Durham Roads Management
<b>Tyne Pedestrian and Cyclist Tunnels</b>  <b>Tyne Tunnel toll information</b>	<a href="http://www.tynepedestrianandcyclisttunnels.co.uk">www.tynepedestrianandcyclisttunnels.co.uk</a> <a href="http://www.tt2.co.uk">www.tt2.co.uk</a> <a href="http://www.northeast-ca.gov.uk/how-we-work/transport/tyne-tunnels">www.northeast-ca.gov.uk/how-we-work/transport/tyne-tunnels</a>
<b>More detailed information on specific transport types (active travel, bus, rail, Metro, the Shields Ferry, zero emission vehicle charging) in the North East.</b>	<a href="http://www.northeast-ca.gov.uk/how-we-work/transport/">www.northeast-ca.gov.uk/how-we-work/transport/</a> See <b>section 2.8</b> for a brief overview of our regional transport sub strategies.



## 2.8 Regional sub-strategies and policies

Since 2021, we have published our own series of strategies and policies which act as sub-strategies to this Local Transport Plan and are part of the North East CA and aim to improve transport provision across our region, delivery of which will benefit our economy, environment, and health.

These sub-strategies set out our strategic aims for each transport type and provide greater detail and evidence with clear recommendations. Details on these sub-strategies can be found in Appendix 1 and at: [www.northeast-ca.gov.uk/how-we-work/transport/](http://www.northeast-ca.gov.uk/how-we-work/transport/). This North East LTP will bring all transport types together as one integrated network and the following diagram shows the sub-strategies and how they link with the LTP.

Figure 2 – North East Local Transport Plan (LTP) linkages with current regional sub-strategies and policies

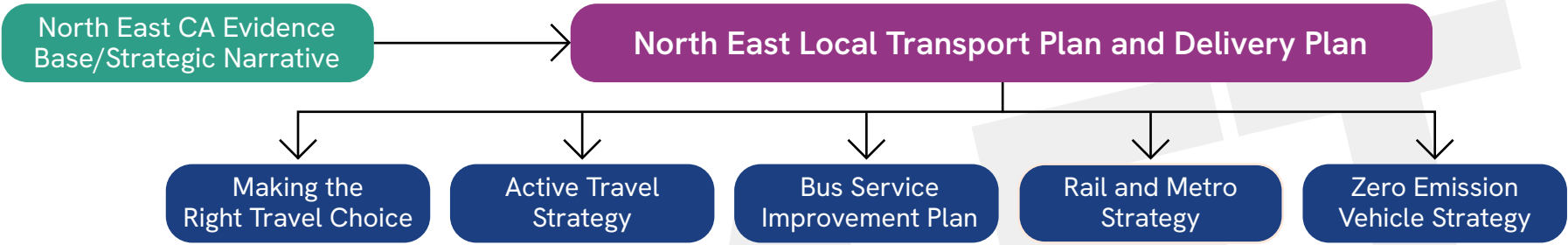


Figure 3 – North East transport sub-strategies and policies summary 2024

<b>Making the Right Travel Choice (2022)</b>	Aims to make it easier for people to travel sustainably. Sets a target of encouraging car users to switch one journey a week to sustainable forms of transport such as walking, wheeling, cycling, or public transport and for people who don't have access to a car to continue to travel sustainably.
<b>Active Travel Strategy (2023)</b>	Aims to make walking, wheeling, and cycling the natural first choice for short everyday trips and to combine them with public transport for longer journeys. It sets a target for over half of all shorter journeys (under five miles) in the North East to be made using active travel by 2035.
<b>Bus Service Improvement Plan (BSIP) (2023)</b>	Outlines regional ambitions to make buses more attractive, such as by making them more affordable and a practical alternative to the car. It is refreshed annually and sets out a range of significant proposed improvements and interventions for all aspects of bus services, including timetables and fares.
<b>Rail and Metro Strategy (2022)</b>	Outlines the North East's ambition for its rail and Metro network. Sets key regional priorities including the full reopening of the Leamside Line, expanding our rail and Metro networks into more communities, and boosting capacity on the East Coast Main Line.
<b>Zero Emission Vehicle (ZEV) Strategy (2023) /ZEV Policy (2022)</b>	The strategy builds on the policy and is based on excellent infrastructure + well informed people = increase in ZEVs. It aims to deliver reliable public zero emission vehicle (ZEV) charging infrastructure across our region, wherever people need it. It doesn't aim to encourage people who are already walking, cycling, or using public transport to switch to a ZEV, but promotes the use of ZEVs for journeys which must be made by cars or vans.

## 2.9 Proposed new and refreshed transport policies

Over the coming years, the North East CA will publish a series of detailed transport policies which will be aligned to the Local Transport Plan.

These will serve as either a refresh of existing documents or be new policies.

**Figure 4 – Proposed new and refreshed North East CA transport policies**

Policy	Refresh	New
Greener Journeys Strategy (formerly Making the Right Travel Choice Strategy)	↩	
Active Travel Strategy	↩	
Bus Service Improvement Plan (BSIP)	↩	
Rail Strategy		↩
Zero Emission Vehicle (ZEV) Strategy	↩	
Highways Strategy <ul style="list-style-type: none"> <li>▪ Transport Asset Management Plan (TAMP)</li> <li>▪ Key Route Network (KRN)</li> </ul>		↩

Policy	Refresh	New
Intelligent Transport Systems (ITS) Strategy <ul style="list-style-type: none"> <li>▪ Urban Traffic Management Control (UTMC)</li> </ul>		↩
Customer Experience Strategy		↩

This list is not exhaustive. The North East CA may choose to publish research pieces to inform its thinking and incorporate the latest evidence ahead of releasing policy documents. Additionally, any relevant strategies that fall under the CA's responsibility due to the enhanced devolution of powers or responsibilities may also be included.

## 2.10 Interaction with other policies and strategies

The plan is closely aligned with national, regional, and local policy and strategy. For example, policies, strategies, and Local Plans of our seven constituent local authorities in relation to environmental, economic, regeneration, housing and land, investment, and transport have been considered when developing this document.

The transport strategies, policies and reports of our seven constituent local authorities and Nexus align to this LTP, with the LTP building on current operational delivery.

An exhaustive list of strategies and plans can be found in **Appendix 1**.

### Key insights from this section:

- Travel is good and helping people to make greener journeys has the potential to positively impact our local economy, the environment, and health of our people.
- We've developed a 'decision tree' to support people to consider the travel options available depending on personal and journey circumstances.
- The LTP proposes the creation of a fully integrated transport network for the people of the North East that is efficiently designed, simple, and easy to use.
- This will help the North East to enable inclusive economic growth, give people the skills to succeed, achieve better health outcomes, protect our environment, and tackle climate change.



## 3. North East CA missions

### This section will:

- Outline the North East CA's five missions.
- Outline our three strategic themes for transport that will ensure our transport activities will contribute to the North East CA role in improving our economy, skills, health, and environment.



### 3.1 North East CA commitments

#### Missions

#### How transport will support



#### Home of real opportunity

This Mayoral Combined Authority will work to create opportunity for all, ensuring inclusive growth and good public services are spread across the North East. Our region is a great place to live and work, but too many people face challenges to success. We will implement policies which help to overcome those challenges- from skills training to child support.

Our new integrated transport network will deliver affordable public transport fares, improve access to opportunities, including education, skills training, employment and healthcare and remove transport related social exclusion.






#### A North East we are proud to call home

Where we live matters. The people of the North East are rightly proud of their local identity and want services and policies that support them to live here. The North East Combined Authority delivers the strategies and programmes that help make this happen. From better transport to more social housing, from a thriving creative economy to sustainable rural communities, this Mayoral Combined Authority will deliver in a way that aligns to the priorities of local people.

We will deliver an integrated transport network that connects all areas of the North East, including our remote rural and coastal communities. Residents will be proud of the integrated network and visitors will enjoy using it.

Improved connectivity will make the transportation of freight easier and more efficient, contributing to economic growth.

Missions	How transport will support
 <p><b>Home to a growing and vibrant economy for all</b></p> <p>This Mayoral Combined Authority will support businesses to create jobs across the North East. We will ensure people have the skills to access work and provide the right conditions for economic growth. We will ensure support and investment in a wide range of economic drivers: from advanced manufacturing to the cultural sector, from skills training to good transport.</p>	<p>Our integrated transport network will link people and freight to growth sites. This will encourage businesses to invest in our region, helping to stimulate the economy and regenerate areas of deprivation through high levels of connectivity.</p>
 <p><b>Home of the green energy revolution</b></p> <p>We will grasp the opportunity that net zero presents to the North East. Not only will we transition to a green economy, creating thousands of jobs and reducing carbon emissions, we'll build the new technologies and solutions needed for the UK to decarbonise too.</p>	<p>We will help people to make greener journeys by making sustainable travel easier, more affordable, and more attractive, benefitting the environment. We will encourage the switch away from petrol/diesel cars and vans to zero emission cars/vans which will improve air quality across our region.</p>
 <p><b>A welcoming home to global trade</b></p> <p>The North East is an exporting powerhouse and the Mayoral Combined Authority will build on that global reputation to maximise international opportunity. We will secure more global inward investment and increase our export output, including a focus on our cultural exports.</p>	<p>We will improve access to/ from our international gateways making it easier to attract visitors and international investment. The movement of freight to/ from our ports and airport will also become more efficient and sustainable.</p>

This North East LTP has been developed based on the five missions of North East CA to reflect the cross-cutting approach that will be required.

### 3.2 Strategic themes for transport


Transport is an enabler to meeting all five missions.

We believe that there are three cross-cutting strategic themes for transport which underpin the delivery of the North East CA's missions:


**Strategic themes**

**A more inclusive economy**

The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.

**A better environment**

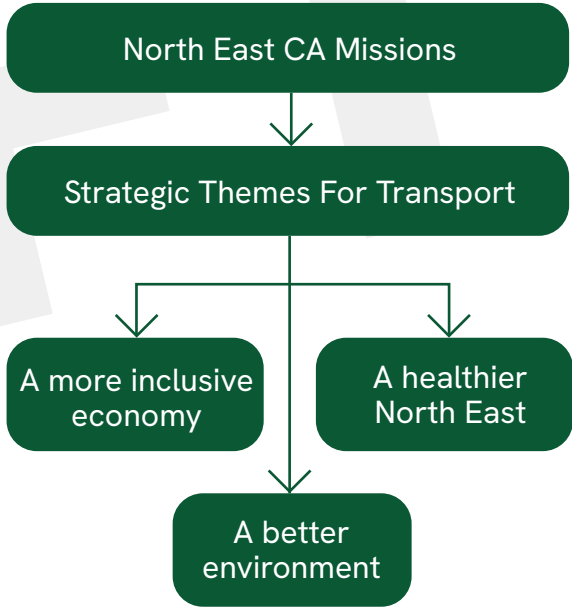
The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.

**A healthier North East**

The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

We are confident that using these three strategic themes will help us to deliver an integrated transport network which will ensure the North East CA's missions are achieved.

Figure 5 – North East CA missions linkages with strategic themes for transport





### 3.3 Link to portfolios

Transport is one function working alongside other North East CA portfolios to deliver against the five missions. The seven portfolios are:



Transport is a true cross-cutting policy area – there to enable the success of the other portfolios.

#### Key insights from this section:

- This LTP has been developed based on the North East CA five missions of to reflect the approach that will be required.
- The North East CA missions have been used to develop three strategic themes for transport that will ensure our transport activities contribute to the North East CA role in improving our economy, skills, health, and environment.



### 3.4 UK Government Missions

The UK Government has five national missions that set the direction of change. The missions represent a long-term plan for the country.

The below table sets out how this LTP will support delivery of the national missions:

#### UK Government Missions mapped against the North East LTP

UK Government Mission	How the North East LTP will support delivery
<b>1. Kickstart economic growth</b>	<ul style="list-style-type: none"> <li>▪ Investing in transport infrastructure to unlock housing and business growth, e.g. Leamside Investment Corridor and other Metro and rail expansion.</li> <li>▪ Generating employment and training opportunities through better connectivity, as well as through major infrastructure construction projects.</li> <li>▪ Help to grow our cultural/tourism sector, ports, airport and other Investment Zones.</li> </ul>
<b>2. Build an NHS fit for the future</b>	<ul style="list-style-type: none"> <li>▪ Improving health through increased active travel and better air quality.</li> <li>▪ Better transport access to medical facilities and less congestion hampering blue light services.</li> </ul>
<b>3. Safer streets</b>	<ul style="list-style-type: none"> <li>▪ Improving safety for women and girls, better road safety, tackling anti-social behaviour (ASB) on public transport</li> <li>▪ Designing transport solutions with community input.</li> </ul>
<b>4. Break down barriers to opportunity</b>	<ul style="list-style-type: none"> <li>▪ Better bus and rail services and integrated local transport, ensuring affordability and inclusivity.</li> <li>▪ Enhancing transport links to schools &amp; further education colleges.</li> <li>▪ Improving accessibility for all.</li> </ul>
<b>5. Make Britain a clean energy superpower</b>	<ul style="list-style-type: none"> <li>▪ Electrifying the transport network and promoting active travel.</li> <li>▪ Working with zero emission vehicle (ZEV) and charge-point suppliers to grow the sector and help public take-up.</li> <li>▪ Supporting the growth of the green energy sector in the North East.</li> </ul>

## 4. Regional context

### This section will:

- Set out the context of our region including our geography, economy, environment, and health.
- Introduce how this regional context interfaces with the North East CA missions, and our strategic themes for transport.
- Make clear that the large and diverse geography creates a variety of transport needs and challenges.



### 4.1 Regional context

The North East is a unique region with rich history, diverse geography, and beautiful landscapes. Our region is rooted in a strong industrial heritage that was dominated by coal mining and heavy industry until the 21st century.

With a dynamic £54 billion economy, the North East is well situated to build on its engineering, scientific, and creative prowess to thrive in today's innovation economy. Home to world-class businesses in critical sectors, the North East has an internationally-significant manufacturing and automotive cluster; and is leading the UK transition to a greener economy. The North East:

- Is increasingly becoming recognised as a vibrant cultural powerhouse; is in a prime location for tech and other knowledge-intensive professional services.
- Enjoys a rapidly growing health and life science businesses.
- Benefits from internationally competitive universities and excellence within the local further education system – and all are alongside a strong public sector, foundational economy and active Voluntary, Community and Social Enterprise (VCSE) organisations.

Our cities, towns, villages, and extensive rural and coastal communities are home to a wide range of leisure, cultural, and historical attractions including two UNESCO World

Heritage sites, Durham Castle and Cathedral, along with Hadrian's Wall. The Glasshouse and BALTIC at Gateshead Quays speak to the area's significant cultural offer, and the opportunity to expand the visitor economy. The North East's number of cultural businesses is growing faster than almost any other UK region.

Our region also includes miles of unspoiled coastline and outstanding scenery including Northumberland National Park, the North Pennines Area of Outstanding Natural Beauty, and Durham Heritage Coast. Our passion and pride are highlighted during events like the Great North Run. Our history, geography, culture, and people make our region an attractive place to live, work, visit, and invest.

The large and diverse geography creates a variety of transport needs and challenges for our residents. These challenges range from areas at risk of isolation, to areas that face significant deprivation.

Whilst our region faces several economic and health related challenges, including widening inequalities, which have been further exaggerated by the COVID-19 pandemic and the rise in the cost of living, there are significant growth opportunities which could deliver new, good, jobs to benefit people across the whole region.

These opportunities will be unlocked by building on existing assets and through a clear focus on transformative and inclusive transport investment which will create opportunities for our people and communities.

Figure 6 – North East regional transport connectivity and assets



## 4.2 Our geography and people

The North East is home to approximately two million people. It is important to consider where people live and the diversity of our population as this will allow us to understand that different locations and different people have different needs. Connecting our communities is vital to ensure people living in our region can access key locations such as employment sites, access health provision, public services, and education. It is also important to understand how the North East is predicted to change in the next couple of decades as this will help to inform future transport requirements.

The North East essentially comprises three distinct areas: urban, rural, and the surrounding areas. Each of these areas have different demands and challenges and will require different transport solutions.



### 4.2.1 Where people live

- The North East has a slightly larger proportion of residents living in rural areas (19%) than the rest of England (16%), excluding London.
- The areas with the highest percentage of people living in rural areas are Northumberland and County Durham.

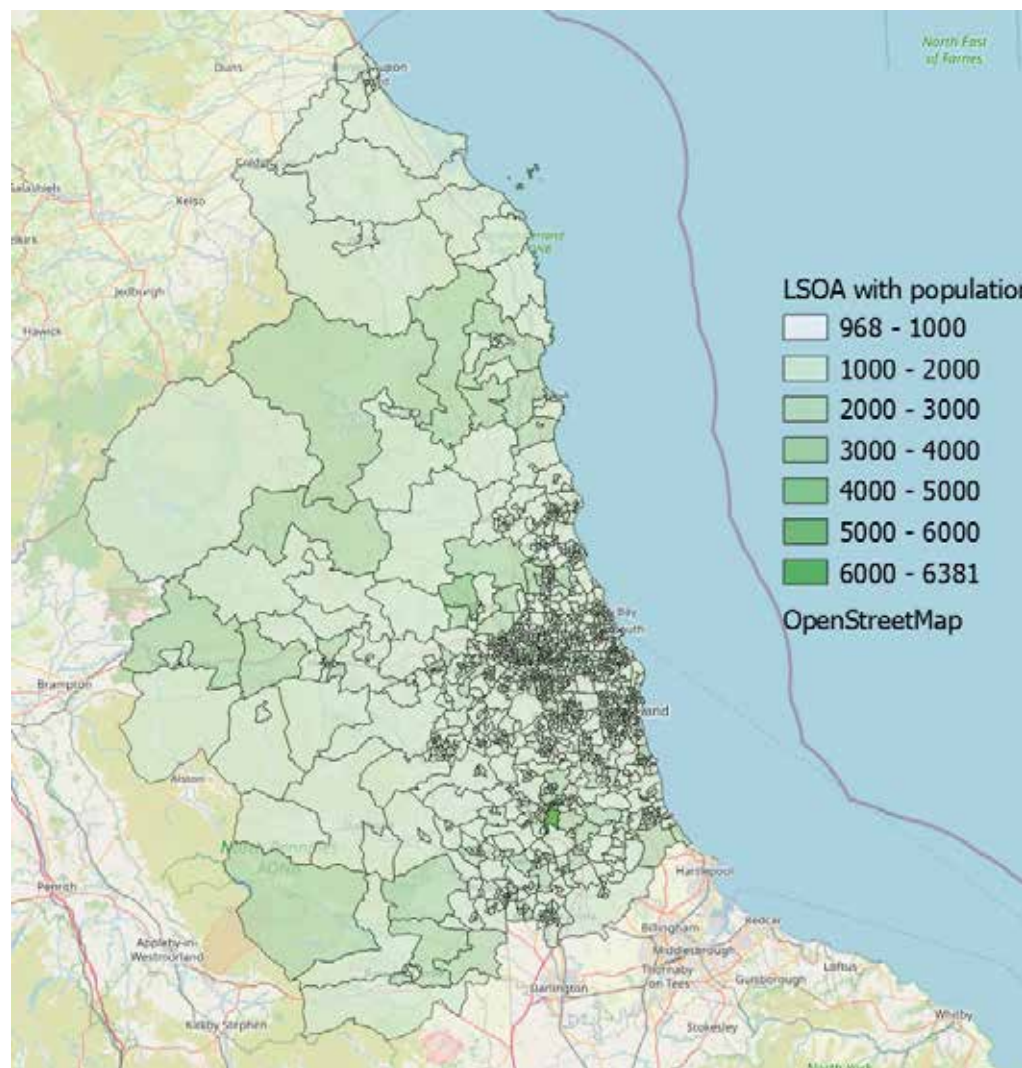
Evidence shows our rural and coastal communities face specific challenges related to their geography including social mobility and access to transport, employment and housing

Poor transport provision and infrastructure in rural areas is a significant challenge, restricting both people and freight from accessing employment, services, facilities, and amenities.

Inadequate transport infrastructure affects the visitor economy, movement of freight, and compromises the resilience of the rural road network. However, it is important to note there is not one type of rural area. There are many different types of rural towns and villages across our region with diverse communities, geographies, and economies with different challenges and needs. There is no single set of measures to suit them all. For example, the transport challenges and needs in a rural former colliery village in County Durham differ to the those in a rural market town in Northumberland.

This LTP therefore takes the approach that there should be no “one size fits all” approach to creating the green, integrated transport network.

Figure 7 - North East population density map



LSOA – Lower Super Output Area. LSOA provides a more detailed overview of the population in smaller areas.

**Table 1 – Where people live, rural and urban split (2022)**

Local Authority	Population	% Rural	% Urban
County Durham	528,127	41	59
Gateshead	197,722	6	94
Newcastle	307,565	2	98
Northumberland	324,362	44	56
North Tyneside	210,487	4	96
South Tyneside	148,667	0	100
Sunderland	277,354	1	99
<b>North East total</b>	<b>1,994,284</b>	<b>19%</b>	<b>81%</b>

#### 4.2.2 Spatial developments

Significant new housing and employment development is planned in our region by 2040. A Local Growth Plan (LGP) is currently being developed which will identify main geographic areas of growth in the North East. A North East Spatial Development Strategy (SDS, still to be developed), would provide the framework for how land will be developed across the region, setting out locations for core housing, commercial and economic development. The journeys 'decision tree' provided in this LTP which sets out a hierarchy prioritising active and sustainable travel options first will underpin both the LGP and SDS. This is essential so that all new developments in the region are fully accessible by sustainable transport options from the start, rather than being dependent on private petrol and diesel vehicles.

Transport accessibility plays a fundamental role in determining where businesses are physically located, with companies seeking to invest in sites with high quality sustainable transport links. In a competitive recruitment market, the ability for businesses to be able to offer a means of travelling to the workplace without relying on the car is particularly attractive to potential employees.

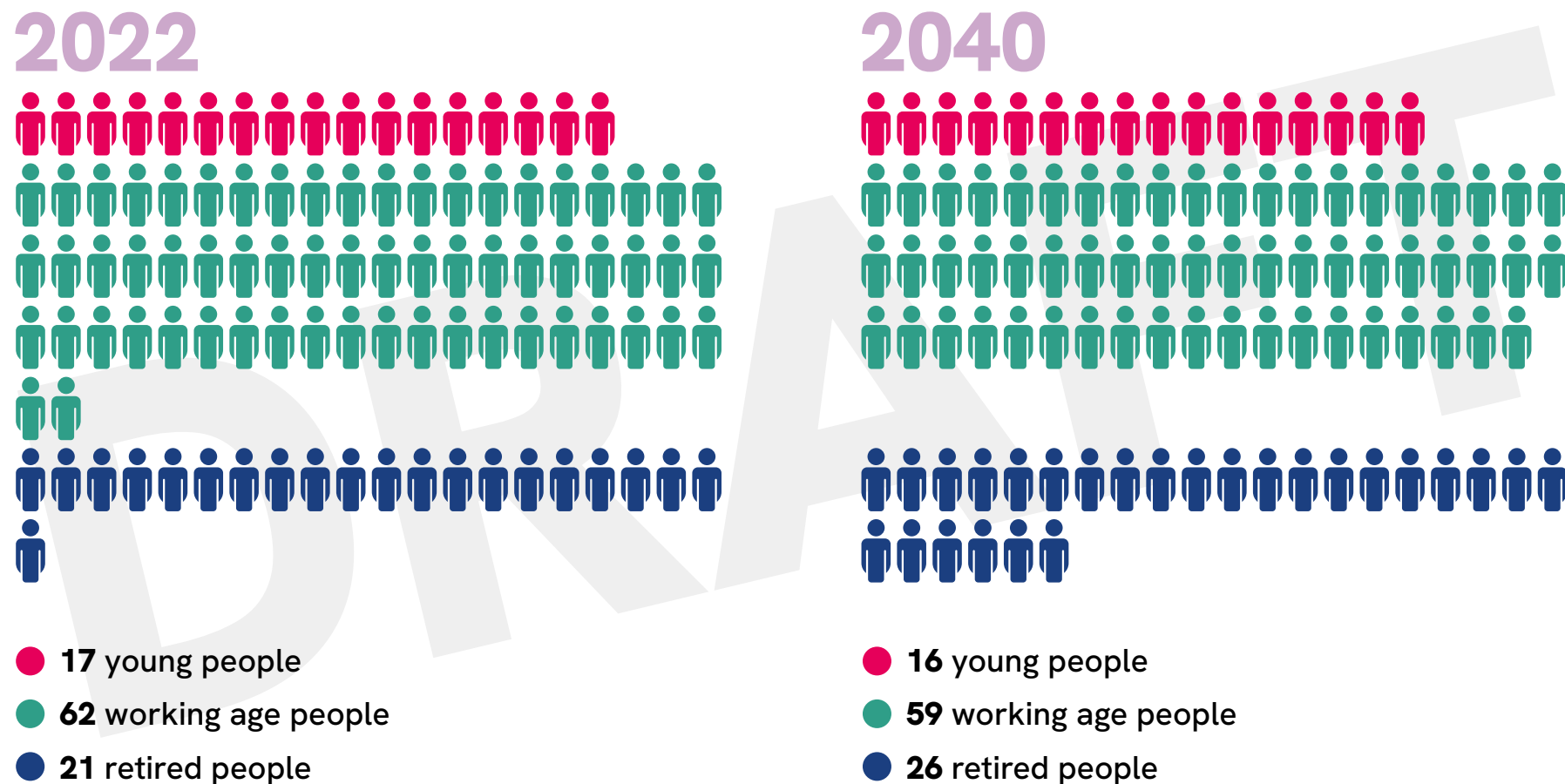
#### 4.2.3 Age profile

It is important to consider the age profile of our region in this LTP and how it is predicted to change over the coming decades. The North East has an ageing population which will have an impact on both economic outputs and future transport requirements.





Figure 8 - North East age profile 2020s v 2040s



Note – figures do not sum to 100 because of rounding.

As the graphs show, by 2040, one in four people in the North East will be at retirement age (age 65 and above). As a result, the working age population is set to fall over the next two decades. This will have a direct impact on future transport requirements.

#### 4.2.4 Digital connectivity and exclusion

There is not one single measure of digital connectivity/inclusion in the UK, but data indicates that the North East has one of the highest levels of digital exclusion. The proportion of people in our region that are currently offline is approximately 8%, whereas the England average is 5%. There are also low levels of digital engagement in our region. In 2020, an estimated 177,000 adults in the North East CA area had either never used the internet or had not used it in the last 3 months.

There are also significant disparities in connectivity across the region with 12% of Northumberland and 5% of County Durham with no mobile coverage at all.

Digital exclusion most likely impacts those from disadvantaged and socially excluded groups including:

- Older people
- Those without a job
- Lower income groups
- People with disabilities
- Low educational qualifications
- Living in rural areas
- Those who are homeless
- Those where English is not their first language

### 4.3 Our economy

#### 4.3.1 Background

Transport plays a key role in how our economy functions. For example, the movement of people, skills, and goods services, to connect with job opportunities and employment sites.

Our region provides a thriving business environment, with approximately 890,000 jobs.

Over recent decades, our region's economy has diversified. Section 4.3.4 outlines our key employment sectors.

Our region has four universities, which drive opportunity for people and make our region a net importer of students. They are also significant employers, and control considerable assets and are critical to the future of our region. Their international reputation and relationships with key regional businesses are critical to our future growth trajectory.

The North East is also home to an extensive network of catapult centres (a government initiative to spearhead economic growth opportunities), including the Offshore Renewable Energy Catapult, Digital Catapult NE&TV, NE Satellite Applications Centre of Excellence, the High Value Manufacturing Catapult [through CPI], and Compound Semiconductor Catapult.

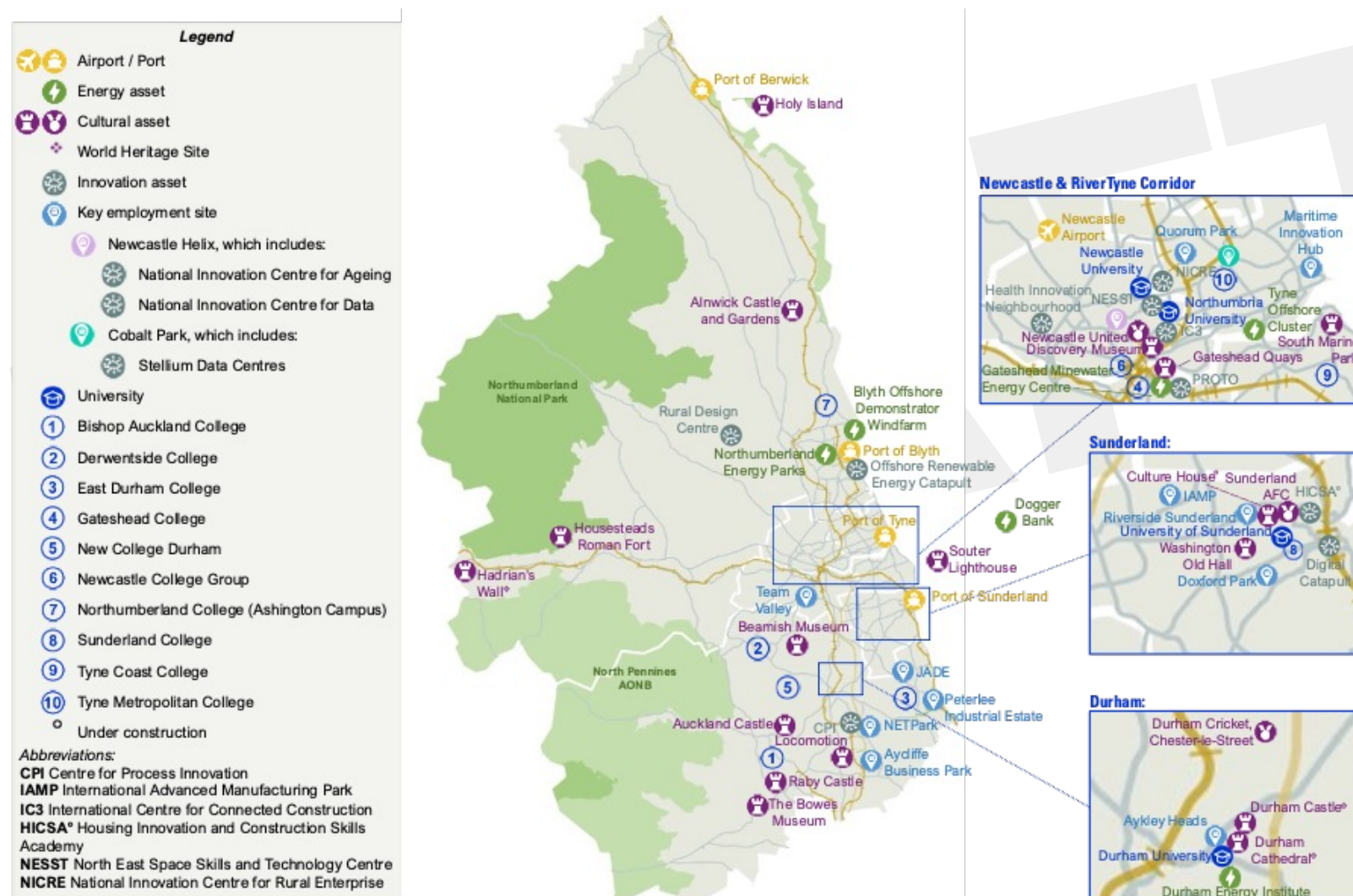
The National Innovation Centre for Ageing and the National Innovation Centre for Data, both based at Newcastle Helix, provide

further research capacity and expertise, whilst NETPark in County Durham is home to the National Formulations Centre, National Centre for Healthcare Photonics, and National Centre for Printable Electronics. Also, home to the National Innovation Centre for Rural Enterprise and nine FE colleges, the North East has a thriving ecosystem of knowledge and capacity for innovative delivery that underpin our regional economy.

Improving the connectivity between workers and employment sites is an enabler which can improve both productivity and inclusivity in the North East.



Figure 9 – Summary of our economic and cultural assets across the North East, 2024 [providing an overview by sector and geography, rather than a comprehensive mapping]



### 4.3.2 Productivity

**In 2021, gross value added (GVA) per hour worked in the North East CA area was £32.02, 11% below the England excluding London equivalent.**

Our region has low productivity compared to national averages in total and per head.

We have pockets of productivity though, including across rural and coastal areas. Most of the GVA in the North East is produced in urban areas. These accounted for 85% of total output in 2021, with a further 15% being produced in rural areas. 21% of output was produced in coastal towns, which overlaps with the urban and rural classifications used above.

Some of the issues that affect productivity include low business density, relatively low export value outside vehicle manufacturing and pharmaceuticals, and issues of inequality including distribution of skills and poor health.

Transport plays a key part of this productivity challenge, and poor or weak transport infrastructure limits growth.

### 4.3.3 Employment and wages

There are significant economic inequalities present within our region. Employment rate is lower than national averages, with higher levels of unemployment and economic inactivity.

Unemployment figures fluctuate month on month, however between May and July 2023, the North East had a higher percentage of people who were unemployed (all aged 16 years and over). In our region, 5.2% of people were unemployed compared to the England average at 4.3%.

For example, in September 2023, the South Tyneside unemployment rate was 6.7%, the highest across the North East, while North Tyneside had an unemployment rate of 3.5%, the lowest across the North East.

**In 2022, 60% of families in the North East received at least some form of state support, compared to 52% for the UK as a whole.**

The North East also has a high proportion of jobs earning below the living wage. In 2022 14.4% of jobs earned below the Living Wage Foundation rates, compared to 12.3% in England excluding London.

Transport enables people to access and sustain good quality, well-paid work, and is important in unlocking access to opportunity.

Average pay in the North East area is lower than any of the UK's other regions. Our inequalities exist with national averages and within our region.

**Median gross weekly earnings (£) in 2023:**

**North East = £608.40**

**England = £683.50**



#### 4.3.4 Key employment sectors

The North East has a diverse employment sector, including health, education, and manufacturing industries. As of September 2023, the North East had a higher percentage of people (22%) working in the public sector compared to the England average (16.8%).

Retail and hospitality are also big employers in our region which support the Foundational Economy.

In 2022, the health sector was largest sector of employment in our region with approximately **172,000** workers.

We have seen a big rise in knowledge-intensive private services (which include ICT, financial services, and many creative industries), with the sector accounting for more than a third of employment growth in the past ten years. Our current sector strengths and future opportunities are based around a number of key sectors and opportunities:

- Offshore wind and renewable energy
- Film and creative content
- Health and life sciences
- Knowledge intensive business services

- Visitor economy
- Battery technology and electric vehicles
- Space and defence

Although film is not a major employment sector currently, Sunderland is expected to have one of the largest filmmaking complexes in Europe, creating over 8,000 jobs in the next decade. It is estimated that this will generate **£336 million** a year in GVA.

#### 4.3.5 Sector spotlight – the visitor economy

There is good geographic distribution of visitor and tourism activity across our urban, rural, and coastal communities. Worth £6.1 billion, the visitor economy in North East England supports more than 60,000 jobs.

Despite this, our region receives the lowest number of domestic and international visitors and the lowest amount of spending of any region in England.

There are significant growth opportunities with the North East making up a relatively small share of the UK's visitor economy:

- Only 1% of all international visitors to the UK.
- Low average visitor spend, partly due to composition of domestic and international visitors, partly due to a low cost of activities comparable to other areas.
- Low number of visitors in our region for business purposes.

These points can be built upon, and transport is an enabler to supporting growth of our region's visitor economy.

Destination North East England, born out of the first ever regional Destination Development Partnership (DDP) pilot in England, has set out ambitions to double the size of our visitor economy by 2034. This could support the provision of more than 25,000 new jobs in the sector.

In 2023, we welcomed **69 million** visitors who brought **£6.1 billion** into our regional economy.

4.3.6 Education and skills

Our region has a lower qualifications profile than the rest of England. The North East also has a higher proportion of residents with no formal qualifications than the national average, with the gap widening slightly in recent years.

This has implications for transport – we know residents with low and no qualifications are more likely to find it difficult to get a job, and also have a much smaller travel to work area.

The issue of skills availability is felt by employers who identify a number of gaps in what employees and prospective employees offer, and what their business needs. This includes a person’s knowledge and occupational skills as well as soft skills, which are character traits and interpersonal skills that characterise a person’s ability to interact effectively with others. Examples of soft skills are the ability to communicate with clients, mentor co-workers, lead a team, negotiate a contract, follow instructions, and finish a job on time. The largest gap is with specialist skills or knowledge.

4.4 Our environment

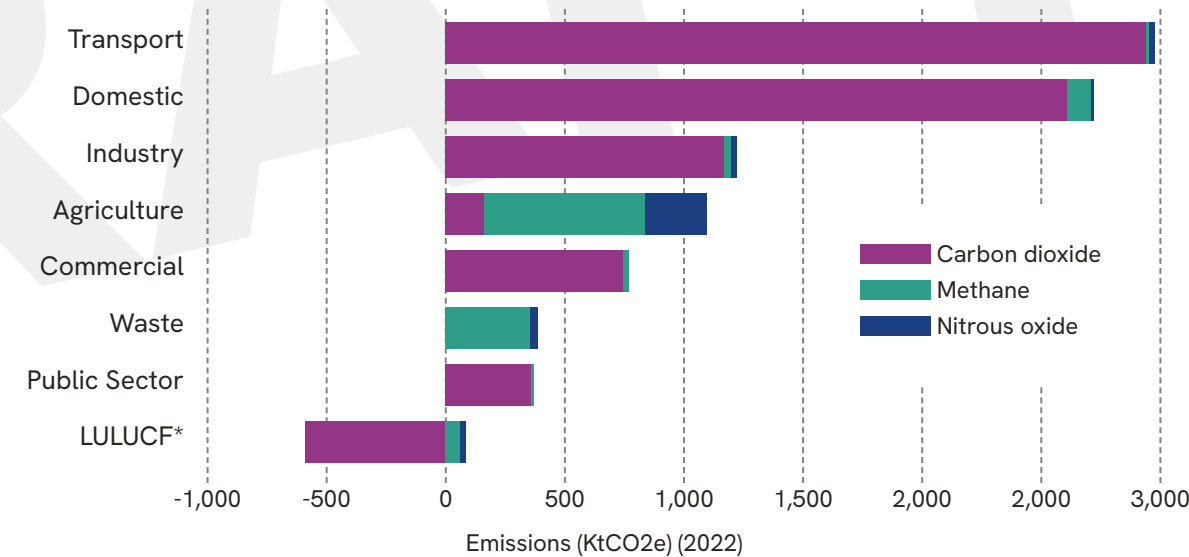
4.4.1 Climate change and greenhouse gases

Fossil fuel-burning transport emits greenhouse gases (GHG) such as carbon dioxide, trapping thermal energy and directly contributing to the warming of our planet. This warming is causing our climate to change which includes both increased temperatures and an increase

in extreme weather events such as storms, droughts, and flooding. Our changing climate also impacts our physical and mental health, as well as wildlife and ecosystems.

Transport is the largest GHG emitting sector in both the UK and North East. The graph below shows GHG emissions in the North East region by sector and type of gas.

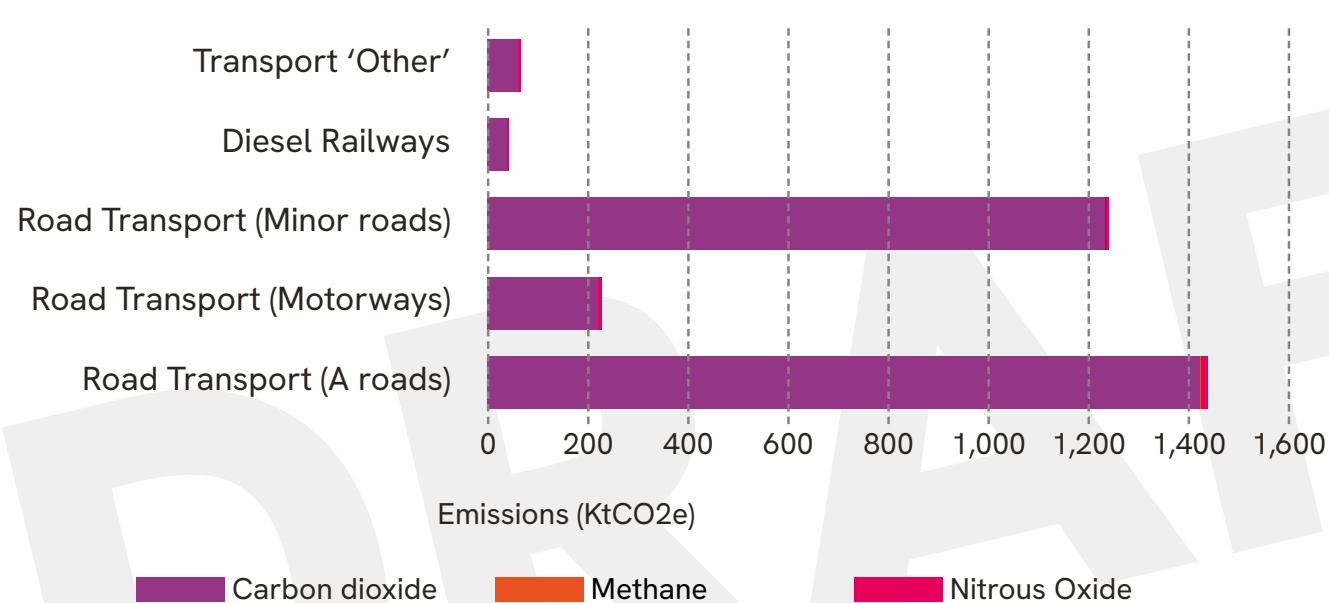
Figure 10 – North East emissions by sector and gas (2022)



\* LULUCF – Land use, land use change and forestry



Figure 11 – North East Transport emissions (greenhouse gases) by sub-sector and type of gas (2022)

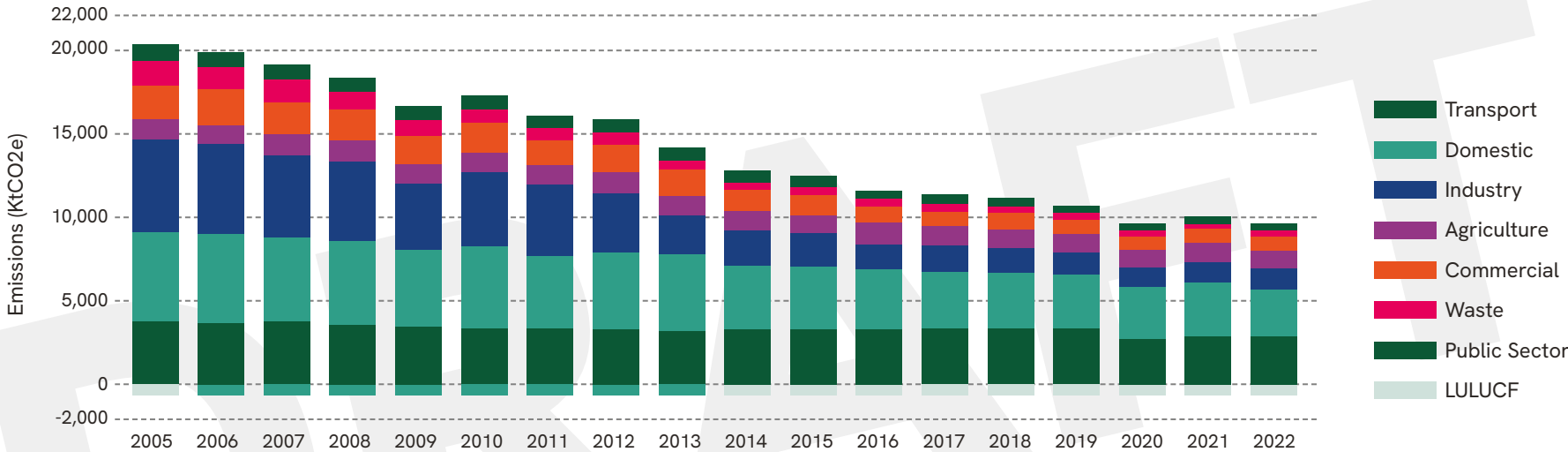


NOTE: These local estimates do not include emissions from aviation, shipping, and military transport. These types of transport are outside the scope of the Local Transport Plan and datasets are not available to estimate these emissions at a regional or local level.

Approximately 97% of transport generated GHG emissions in our region are from roads, with A-roads being the greatest contributor at 48%.

Despite transport being the largest emitting sector, our region has been at the forefront of decarbonisation and developing low-carbon solutions for our transport network, with success in offshore wind technologies and electric vehicles. Transport emissions in the North East in 2022 were about 22% lower than in 2005.

Figure 12 – North East emissions by sector, 2005-2022



### Net zero

The UK is committed to reaching net zero by 2050. Net zero means no longer adding to the total amount of GHG in the atmosphere. Not all emissions can be reduced to zero, so those that remain need to be matched by actively removing GHG from the atmosphere. This will require a transformation of the nation's economy, and region's like the North East can benefit as a driving force for that change.

### 4.4.2 Climate change and health

Our warming planet and changing climate are directly linked to human health and wellbeing. Rising temperatures and increases in extreme weather events impact on human physical and mental health, lead to changes in our planet's life systems such as food and water availability, and change patterns of infectious disease spread. All these changes impact our social systems, affect our livelihoods, and place increased pressure on health and social care services.

Therefore, actions taken to reduce GHG emissions, protect our planet, and reduce the impacts of climate change can also contribute to protecting our health and wellbeing.

### 4.4.3 Air quality

Air pollution is a mixture of particles and gases suspended in the air that are harmful to our health. Both road and non-road transport are sources of air pollution. The North East has some of the lowest levels of one of the most harmful air pollutants, particulate matter 2.5 (PM2.5), in the country. However, we do have high levels of nitrogen dioxide (NO2) in some of our cities, particularly during peak travel hours.

Private small vehicle use remains the most common type of travel in the North East with 58% of trips being made by car or van driver and passenger. This high level of car and van use results in congestion on some parts of our road network, particularly during peak travel hours.

Whilst the number of zero emission vehicles is growing in the North East, they made up just less than 1% of registered vehicles in our region in Q1 2023.

Our region has multiple Air Quality Management Areas (AQMAs). These include areas where the national air quality objectives are unlikely to be met. In January 2023, a Clean Air Zone (CAZ) was also introduced covering some of Newcastle and a very limited area of Gateshead.

### Air quality and health

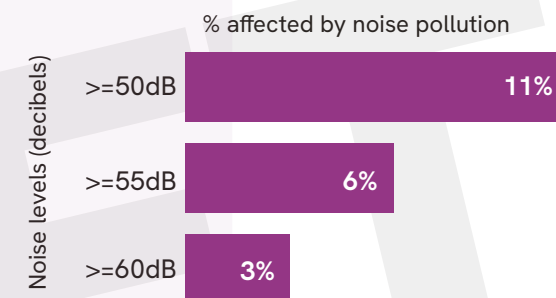
Although poor air quality affects us all, certain groups are more vulnerable to harm such as babies, children, pregnant women, the elderly, and those with pre-existing medical conditions. Poor air quality also disproportionately affects people living in the most deprived areas.

Evidence shows that long term exposure to air pollution is associated with an estimated 28,000-36,000 deaths each year in the UK.

### 4.4.4 Noise pollution

Transport is a contributor to noise pollution. The unit of measurement used for sound is decibels (dB), the higher the number, the higher the noise level. In our region, 6% of the population live near major road routes and are exposed to more than 55dB of noise at night (see figure 13). This level of noise can result in disturbed sleep patterns and increased stress.

**Figure 13 – Estimated % of people affected by road noise pollution levels at night in the North East** (Department for Environment, Food and Rural Affairs – Noise Exposure data – Round 3 2019).



## 4.5 Our health

### 4.5.1 Background

Transport is essential for health and wellbeing as it enables access to healthcare services, employment opportunities, and social networks. It can also be a powerful lever in tackling poor health outcomes and inequalities. Transport plays an important indirect role by enabling people to live good quality lives, by providing accessible infrastructure and services.

The North East experiences greater health inequalities than the rest of England and these inequalities are widening both within our region, and between the North East and other regions in England.

### 4.5.2 Setting the scene: the wider determinants of health

Our health and wellbeing are determined by individual factors, the healthcare we receive and the wider determinants of health. The wider determinants of health are a range of social, economic, and environmental factors.

Figure 14 – The wider determinants of health – Dahlgren and Whitehead, 1991

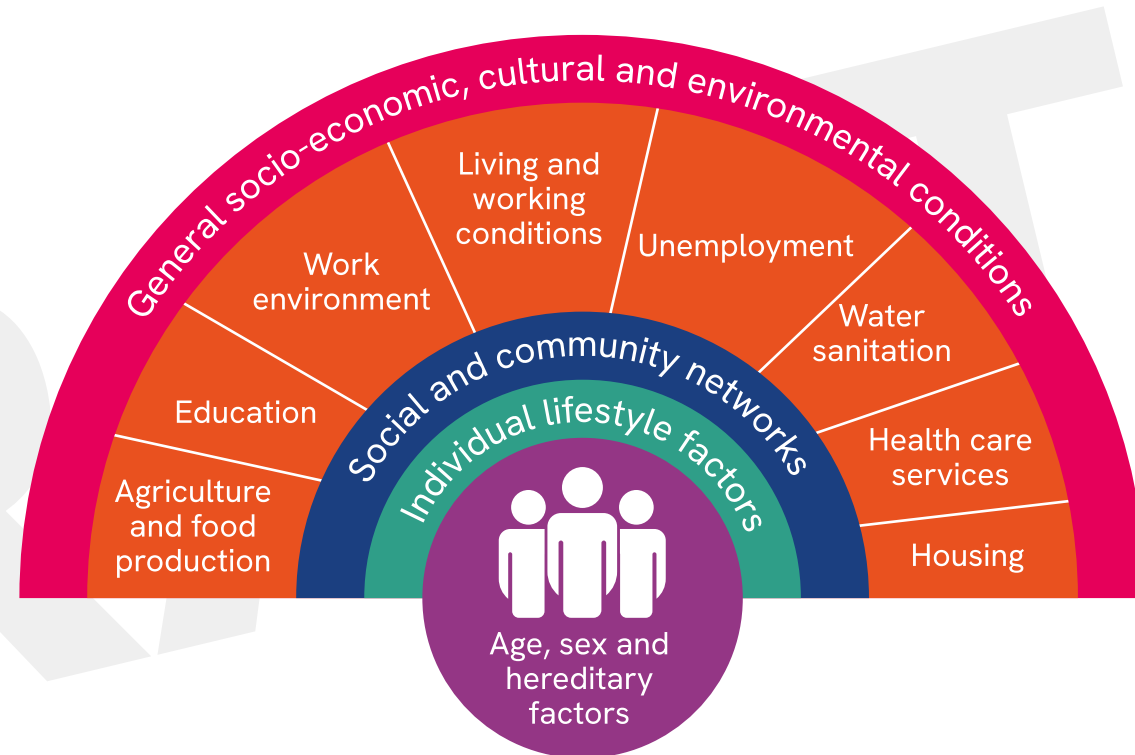
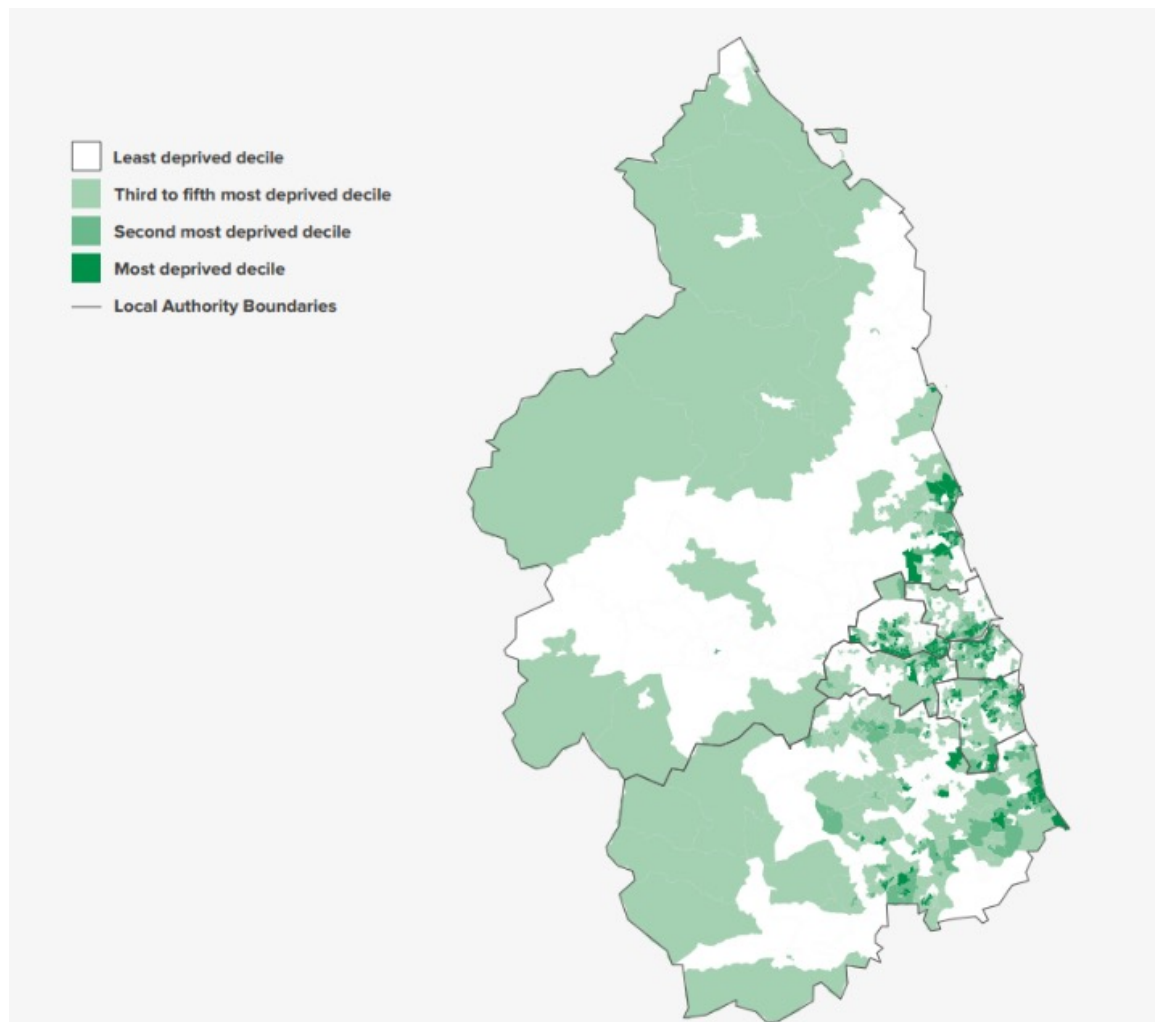


Figure 15 – Index of Multiple Deprivation deciles – North East LSOAs (2019)



#### 4.5.3 Deprivation, inequality, and child poverty

Across the region there are inequalities that influence our health and wellbeing such as income, education, employment, and housing.

Deprivation describes a range of factors in our lives that impact our health and wellbeing. Across our region the most deprived areas are found in urban communities and along the coast, with data showing that when we consider England overall, deprivation is becoming more concentrated in the North East.

Around one third of children in the North East CA area are living in poverty - with the region having experienced the country's steepest increases in child poverty over much of the last decade.

Poverty has harmful impacts on children's health, their social and emotional wellbeing, and their education, both in the short term and into their futures.

#### 4.5.4 Life expectancy and healthy life expectancy

A person living in the North East has a lower life expectancy than the average person in England, and males have a lower life expectancy than females.

**Figure 16 – Life expectancy at birth for males and females in England and the North East Combined Authority (North East CA) area**

Average life expectancy at birth



Inequalities in life expectancy are the gap in life expectancy between the most and least deprived areas. Males in the North East have an average gap in life expectancy of 11.2 years with the biggest gap being in Newcastle at 12 years. Females have an average gap of 8.9 years with the biggest gap being in Northumberland at 10.1 years. Healthy life expectancy is the number of years someone is expected to live in good health. Both males and females living in the North East have lower healthy life expectancies than the England average, and has the lowest of all regions in England.

**Figure 17 – Healthy life expectancy at birth for males and females in England and the North East Combined Authority area**

Healthy life expectancy at birth



#### 4.5.5 Disability

Over 21% of people living in the North East CA area identified as having a disability in the 2021 Census, the highest percentage of all English regions. Disabled adults take an average of 28% fewer journeys per year than non-disabled adults. For further breakdown please see the Department for Transport's annual disability and accessibility statistical release.

We know that the proportion of the population who are disabled increases with age, therefore we must consider that as the population of the North East ages faster than other regions, the proportion of people living with a disability in our region may also increase at a faster rate.

#### 4.5.6 Physical inactivity and childhood obesity

One in four adults (25.1%) in the North East is physically inactive (undertaking less than 30 minutes of physical activity per week). Levels of overweight and obese children in Reception and Year 6 aged are higher than the England average and are some of the highest in the country.



## 4.6 Transport-related social exclusion

Transport-related social exclusion (TRSE) occurs when people are unable to access key services, opportunities, and community life when they need to, and face significant knock-on consequences from travelling. Areas with a high risk of TRSE are concentrated in many of our:

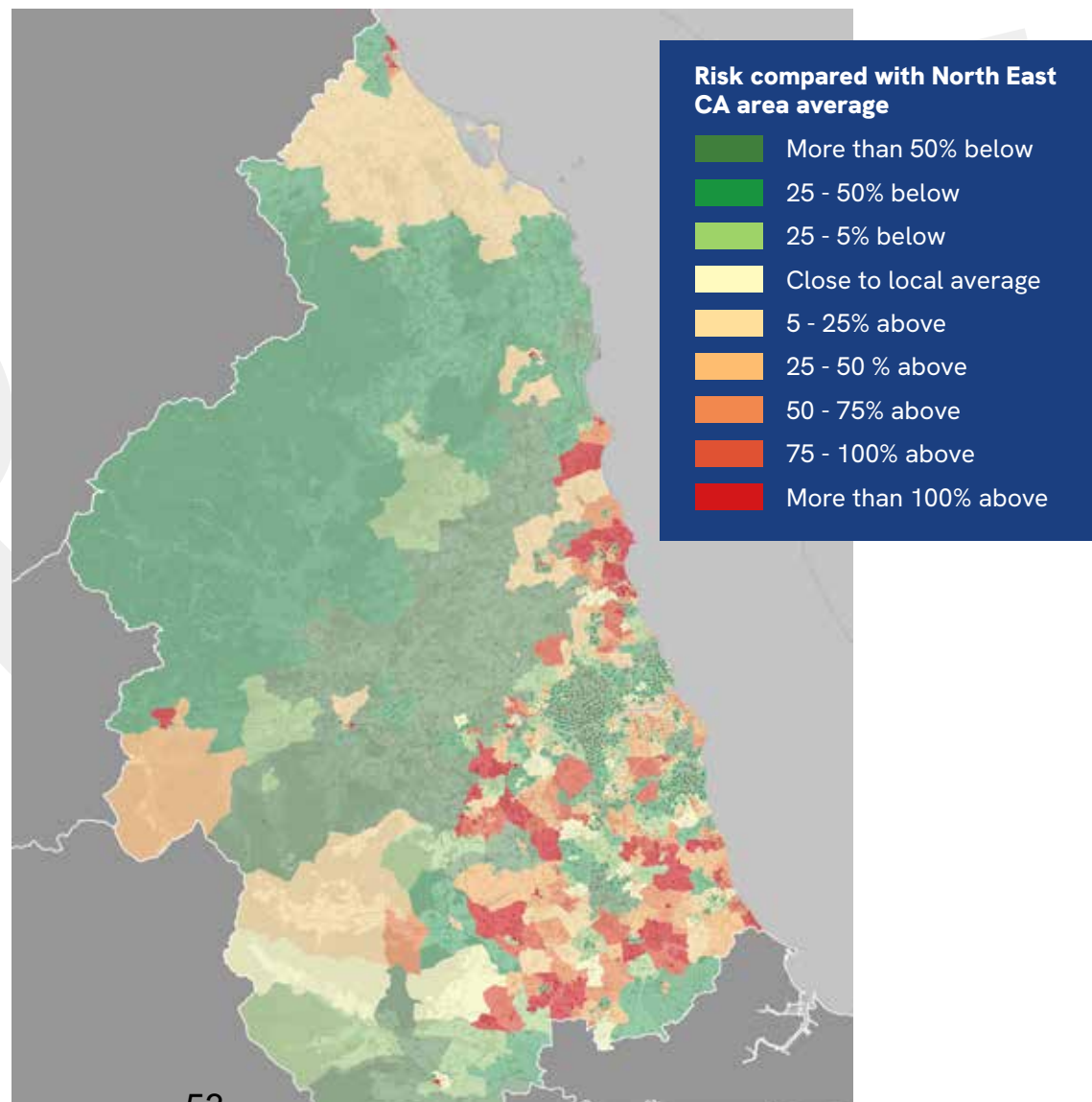
- manufacturing and mining legacy areas
- rural-urban fringes
- smaller cities and towns
- coastal communities.

**31% of residents in the North East (622,000 residents) are at risk of transport related social exclusion, compared to 21% of Northern England, and 18% of England.**

The map shows how the risk of TRSE varies across the North East. Each area is compared to the average for our region.

Improving connectivity between employment and further education opportunities, as well as public services such as hospitals, libraries and leisure centres alongside improved public transport connectivity can be a factor to counter TRSE.

Figure 18 - Transport-related social exclusion - North East (2022) Transport for the North



## 4.7 Section summary

Table 2 – Summary of the North East's challenges

Focus area	Key challenges which link to transport
<b>Geography and people</b>	<ul style="list-style-type: none"> <li>▪ There is a rural, urban split in our population. These areas have different demands and challenges and will require different transport solutions.</li> <li>▪ A significant number of new homes are planned by 2040 which could put more demand on transport.</li> <li>▪ We have an aging population. By 2040, a higher percentage of people in our region will be of retirement age.</li> <li>▪ The North East has one of the highest levels of digital exclusion and one of the lowest levels of digital engagement. The proportion of people in the North East that are currently 'offline' is approximately 8% whereas the England average is 5%.</li> <li>▪ There are significant disparities in digital connectivity across the region with 12% of Northumberland and 5% of County Durham with no mobile coverage at all.</li> </ul>
<b>Economy and skills</b>	<ul style="list-style-type: none"> <li>▪ The North East is performing below the national average with lower rates of GVA per capita.</li> <li>▪ Average pay is lower than any of the UK's other regions.</li> <li>▪ We have a lower employment rate than the national averages.</li> <li>▪ We have a higher percentage of people receiving state support.</li> <li>▪ Our region has a higher percentage of people working in the public sector compared to the England average.</li> <li>▪ We have lower numbers of domestic and international visitors with lower levels of visitor spending.</li> <li>▪ Around one third of children in the North East CA area are living in poverty.</li> <li>▪ Our region has a lower qualification profile than the rest of England (excluding London).</li> <li>▪ There is a skills gap in a range of technical, specialist, and soft skills.</li> </ul>

Focus area	Key challenges which link to transport
<b>Environment</b>	<ul style="list-style-type: none"> <li>▪ Fossil fuel powered transport directly contributes to greenhouse gas emissions and planetary warming, leading to climate change.</li> <li>▪ Climate change presents risks to our livelihoods and health through increased temperatures and extreme weather events.</li> <li>▪ Transport contributes a significant proportion of carbon emissions.</li> <li>▪ 97% of transport generated greenhouse emissions in our region are from roads, particularly our A-roads.</li> <li>▪ Air pollution is harmful to our health and some parts of our cities have high levels of air pollution, particularly during rush hours. Air pollution is also harmful to nature and biodiversity.</li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>▪ Our region has high levels of deprivation in some areas and when looking at England overall, deprivation is becoming more concentrated in the North East.</li> <li>▪ We have greater health inequalities (differences in health status and health outcomes) than the rest of England, and this trend is getting worse.</li> <li>▪ People living in our region have a lower overall life expectancy than the average person in England.</li> <li>▪ People living in our region have a lower healthy life expectancy than the average person in England and our region has the lowest healthy life expectancy of all regions in England.</li> <li>▪ Just over one in five people are disabled and will be negatively impacted by barriers to accessing transport.</li> <li>▪ Almost one in three people are at risk of transport related social exclusion, higher than both England and the North of England.</li> <li>▪ One in four adults are physically inactive.</li> <li>▪ Levels of overweight and obese children in Reception and Year 6 aged are higher than the England average and are some of the highest in the country.</li> </ul>

### Key insights from this section:

- The North East is an extremely diverse region with a lot of positive characteristics including: a rich history, beautiful landscapes, and a proud industrial heritage.
- Our region faces several long-standing challenges in the form of productivity, wages and income, health outcomes, and deprivation.
- Challenges can also be seen as opportunities to grow and improve. Continuing to develop our transport network will enable us to do this.





## 5. Where we want to be – a green, integrated transport network that works for all

### This section will:

- Set out our ambitions for transport in the North East up to 2040 to create a single, cohesive network that is efficiently designed, simple and easy to use.
- Outline the concept of a fully integrated North East transport network against five areas of focus:
  - **Planning journeys/informing users/supporting customers.**
  - **Ticketing and fares.**
  - **Reach and resilience of infrastructure.**
  - **Safety, especially of women and girls, and other improvements in service quality.**
  - **Connections between different transport types.**
- Show how having an enhanced regional transport network encompassing all types of transport, will enable more greener journeys to be made.
- Provide standards for the five areas of focus, which collectively make up our improved transport network and set the framework for interventions which follow in the Delivery Plan.

**This section sets out the aim for where we want our transport network to be by 2040. This involves creating a green, integrated transport network that works for all, and acts as the yardstick on which all other networks are judged.**

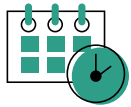
A single, cohesive network that is efficiently designed, simple, and easy to use will enable people and goods to make greener journeys.

Developing this network will help our region meet its challenges head on, providing sustainable, integrated links between communities, services, and opportunities, paving the way for growth and further inward investment.

Creating a better transport network should also strengthen our regional economy, environment, and the health of our people, meeting the North East CA's five missions.

Standards for what the network should consist of are provided for each of the missions, which collectively make up our improved transport network and set the framework for the interventions which follow in this LTP's delivery plan.





## Planning journeys/informing users/supporting customers

# 1

**Information, help, or assistance should be easily available and accessible to everyone before, during, and after a journey.**



- Information provided on our integrated transport network should be reliable, helpful, consistent, clear, accessible to all, and should be available for every stage of the door-to-door journey. It should be adapted to suit individual needs, meeting the varied requirements of people and freight. This should ensure customers feel supported throughout their journey.
- There should be more joined-up information informing users about station facilities, and how to access hubs and interchanges by different types of transport.
- Enhanced levels of information should make it easier for residents and visitors to plan and journey and travel to and from stations, tourism assets, employment centres by sustainable transport.
- Technology should continuously evolve and improve the customer experience, remaining easy to use, intuitive, and engaging for everyone.
- People should be able to easily contact the network to raise queries or feedback compliments, regardless of the transport type. Feedback from network users should be responded to promptly and clearly.
- At the end of the journey, people should still be able to interface with the network if they need to do so and people should find it easy to offer feedback about their experience.
- People should receive a considered and appropriate response to all queries, complaints, and comments.
- Customer support for an integrated network should include everything users need to support them in making a journey, such as information, ticketing, the ability to raise a concern, including who to contact in an emergency, make complaints and to report and retrieve lost property.



## 2

**Live journey information should be accurate and consistent wherever and however it is being accessed. It should be presented in a way which is understandable and trusted by people.**



- People should be informed about how their journey is progressing, and each step should be simple to navigate, improving the customer experience.
- As people navigate the network, signage should be easy to follow and technological prompts should be available, all of which will continue to evolve as technology develops over time.
- Information provision should include comprehensive detail informing users of services and facilities which are available on the network. For example, there should be live information showing the number of available car park spaces, including disabled parking bays, park and ride spaces, the number of available cycle hires docked, cycle storage spaces, as well as the number of available chargepoints for electric vehicles.
- Live journey updates should include live information across all forms of transport, highlighting journey times, roadworks, disruption, delays, and congestion. If disruption does occur during a journey, people should be presented with alternative solutions. This should also help support the movement of freight.
- The integrated network should provide a new free to use app so that users can better plan journeys. As technology advances, the network should offer personalised journey updates and alert systems. People should be informed via live journey information if their usual bus is running late, there is disruption on their route or if a connecting service is running late, and the time it can be expected arrive. Journey updates should also include relevant information on onward journeys.
- Data from our Urban Traffic Management and Control (UTMC) systems should be increasingly used to provide up-to-date and accurate information directly and instantaneously to vehicles, so people are aware of issues as they happen such as road accidents, roadworks, lane closures, diversions, traffic signal faults, and impacts of extreme weather. UTMC systems should also be used to enable bus services to run to timetable and be more punctual.
- Our transport network should be actively managed with live journey data being centrally processed to enhance coordination and consistency, not only allowing information sharing, but also interactively changing the way our network performs through traffic signals on our highways, also improving the efficient flow of freight.
- Open data should be used to improve journey planning and improve live journey information for people.

## 3

The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.



- The integrated network should be a quality product which should help people to make greener journeys. A range of impactful education, campaigning, marketing, and other tools should be used to promote the network. This should include advising people where to go to find information to help them plan and make a journey.



## Ticketing and fares

## 4

Fares and tickets should be as simple and easy to use as possible

- Better integrated ticketing and fares should mean easier journeys. Fare structures and pricing should be convenient and simple with unnecessary complexities being removed.
- There should be simple fare bands which are affordable. This should include fare capping with a maximum daily, and weekly fare charge regardless of the number of journeys made. This should also include initiatives for children and young people to ensure fares are affordable, helping to reduce child poverty in the region.
- There should be a specific focus on offering great value ticketing and fares products which help people reach education or new employment opportunities previously beyond their reach. In addition to this, there should be specific initiatives to support people getting back into work or training.
- Ticketing products and payment methods should allow seamless travel across different types of transport, without the need to purchase separate tickets for each part of a journey, including park and ride, electric vehicle charging, public transport, and cycle hire.
- There should be a range of payment methods that can be used to support people who don't use a smart phone or have access to online banking such as cash.
- People should be able to tap in and out at the start and end of a journey, simplifying payment, and further technological advancements should enhance this experience by making payment even more seamless. A fully integrated public transport system should mean making one payment.
- Rewards and incentives should be considered within the network, whereby active travel and public transport use is rewarded.
- Ticketing and fares initiatives should also support and promote the North East's visitor economy, making sustainable travel more convenient for people visiting our region.
- Our ticketing and fare's structure should be perceived as fair, supporting the North East CA's missions.



## 5

People should be able to travel across the whole region, between rural and urban areas, incorporating bus, Metro, rail, and the Shields Ferry without needing to buy multiple tickets and with payment methods that enable seamless travel.



- Unified ticketing and fares should enable people to use a single ticket or payment across different types of transport, making the network simple to use. The ability to make seamless journeys through easy ticketing and payment should be a key feature of the integrated network.
- Ticketing and payments should also integrate with wider transport services such as EV charging, Park and Ride, car clubs, and cycle and e-scooter hire, enabling network users to plan and pay for their entire door to door journey through a single offer and platform.
- Integrated fares and ticketing should make it easier for people travelling to and from our region's national and international gateways, such as Newcastle International Airport, Port of Tyne's International Passenger Terminal, and mainline railway stations.
- The Pop Card should be expanded beyond bus and Metro so it can also be used on local rail services, such as the Northumberland line.





## Reach and resilience of infrastructure

6

**The geographical reach of the integrated transport network should extend into every community of the North East, including our rural and coastal areas.**

- The reach of the integrated transport network should be expanded, connecting people to towns, cities, employment, education, housing growth, health and leisure facilities and other essential services.
- The coverage of our public transport network should increase throughout our region, regardless of the type of location, in terms of operation times and locations served.
- Bus services should be improved to support region-wide efforts to address our region's economic, environmental and health challenges, enabling more people to access work and training opportunities.
- In addition to this, the North East CA should also work with the area's local authorities to support and maximise existing bus routes.
- Rail partnerships should be established to meaningfully influence and shape local rail services and investment decisions that affect our communities, enhance the reach and resilience of the network and further integration with the Tyne and Wear Metro.
- Expanding the reach of the network should also enable seamless access, for both people and freight, to our key gateways such as Newcastle International Airport, sea ports and national rail services.
- There should be no "one size fits all" approach to the network, ensuring the needs of people living in rural areas are taken into account, helping to address transport related social exclusion (TRSE). For example, the network should have flexible, demand responsive transport, community transport, mobility hubs, and services feeding into stations and interchanges.
- Examples of new services that could be made available across the region include bike hire (including electric bikes), car hire and sharing (car clubs), 'Mobility as a service' (MAAS) where digital transport service platforms enable users to access, pay, and get live journey information on a range of public and private transport options and sharing opportunities for freight and other transport. In addition to this, our current cycle network should be expanded so it covers more of the region, including our rural communities.
- Our integrated transport network should include 'mobility hubs': visible, safe, and accessible spaces where public transport, shared transport, and active travel are co-located alongside improvements to the public realm, along with community facilities.
- There should be a clear 'look and feel' of the network highlighting its comprehensive reach across the North East.
- Park and ride provision should be comprehensive. There should be more park and ride provision in our rural areas and remote coastal communities to help link our residents and visitors to the public transport elements of the network.
- The North East CA should seek to continue to develop the future Metro and local rail network for more stations and future expansion plans.



## How do we get there?

### The Leamside Line

Reopening the Leamside Line is a key part of the LTP delivery plan and the lynchpin of the North East CA's 'Leamside Investment Corridor' strategy.

The Leamside Investment Corridor has significant potential for economic growth and regeneration, providing better access to skills and employment, over 10,000 new homes, and the opportunity to secure significant private sector investment. The reintroduction of rail services on this route - providing direct access to the rail and Metro network for over 100,000 people in communities across Washington and South Durham - is therefore a key economic priority for the region. The new stations along the line will sit at the core of the Investment Corridor, providing a stimulus for inward investment.

Leamside is also an integral part of any national programme to upgrade capacity on the East Coast Main Line, which is currently restricted by the congested bottleneck between Northallerton and

Newcastle. By acting as a diversionary route, it unlocks the potential for increased frequencies of vital long-distance connections between the North East and the UK's key economic centres. It also provides a new connection between Sunderland and the East Coast Main Line to improve the city's long-distance rail offer.

After development of a positive Strategic Outline Business Case, at the time of writing, work is underway on the Outline Business Case to extend the Tyne and Wear metro to Washington, using the northern section of the Leamside alignment linking the town to both Sunderland and Newcastle. The Strategic Outline Business Case for the fuller Leamside Line is underway as a longer term project, and alliances are formed with delivery agencies to ensure the project captures the maximum economic benefit for the region. Figure 19 - The Leamside Line reopening proposals



## 7

**To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.**

- New employment sites and housing should have strong sustainable travel links, such as public transport and active travel. New development such as housing or for businesses use should also be served by a range of high-quality walking, wheeling and cycling links. Sustainable transport provision should be an integral part of any new development.
- Interventions delivered through this LTP should support this approach by ensuring that key growth sites are connected to the green, integrated transport network and that connectivity and service levels are duly considered. Improved sustainable transport connectivity to future growth sites such as the Leamside Investment Corridor should help unlock investment and housing development by ensuring that sites are accessible by active travel and public transport and not reliant on car use.
- There should be enhanced infrastructure to improve freight connectivity and delivery services. For example, improving road freight movements into and out of Newcastle International Airport and our five seaports and rail freight movements out of the Port of Tyne. Such improvements could help enable freight container development sites, including those at Port of Tyne and Newcastle International Airport, enabling freight operators to directly access air links, rail links and shipping provide an opportunity for freight to be transported more sustainably and efficiently.
- Routes, services, and infrastructure should also directly connect communities to large employment sites, urban centres, out of town business parks, rural coastal communities, and village centres.
- Expanding the reach of the integrated network into every community should be developed through engaging with communities to ensure that elements of the network properly meet local needs and circumstances.
- There should be a full review of public transport accessibility as early as possible which will inform where there are gaps and where improvements need to be made. The results from the accessibility review should be used to set out how to make sure all bus and Metro stops are accessible to disabled people, for example, and that transport staff are provided with Disability Equality training.

## 8

**Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities, enhancing the reach of the network.**



- More people should be able to access sustainable transport, reducing reliance on cars. People of all ages, especially those without access to a car should benefit from enhanced reach and connectivity of the network. Public transport services should start earlier and end later.

## 9

**There should be strong transport connectivity beyond our boundaries for both people and freight.**

- More freight should travel sustainably by rail. Our region should have a Strategic Rail Freight Interchange (SRFI) to enable intermodal rail freight services to and from our region. There should be a fair allocation of rail network capacity for both passenger and freight services.
- Our region values rail connectivity with other regions and it is important that we maintain current services levels as a base line and build upon that whether that be CrossCountry services to the Midlands and beyond, Transpennine services to Yorkshire and the North West, or East Coast Main Line services to London and Scotland, including direct links to the capital from Sunderland.
- Our region should have a defined Key Route Network (KRN) to support the movement of people and goods, provide direct connections to major transport interchanges and to proposed new development sites. It will also consider which roads in the

region are most important for regional road-based freight movements.

- Given regional investment priorities for the Major Road network (MRN) are set by Transport for The North (TfN), the North East CA should work with TfN to make the case for investment in the North East and ensure there is a clear route to mitigation of the carbon impacts of its programme.



## 10

**Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.**

- Cycle and walking routes should be joined-up and link together public transport stations, interchanges, and other locations such as key tourist attractions, employment sites, education, essential services, new housing developments, and access to green spaces.
- There should be wide, segregated, and well-maintained pedestrian infrastructure with reduced street clutter, dropped kerbs, ramp access provision where needed, and other inclusive infrastructure such as well-designed crossing points. Where possible, in rural areas active travel links between neighbouring areas, services and public transport interchanges should be improved and these routes should have high levels of infrastructure maintenance.
- The region should have an affordable and accessible regional cycle hire scheme, also offering electric bikes. This could support first and last mile journeys and help expand the reach of the network.

# 11

## The network should be able to deal with disruptions, accidents, and extreme weather more effectively.

- The region will pro-actively consider approaches to maintaining critical infrastructure which reduce whole-life costs and minimise disturbance to the region's network.
- The region should prioritise the identification of and management plans for 'critical infrastructure' i.e. those assets that are large, complex, essential to the local economy, protect communities from severance, are integral to the good functioning of the transport network, enable residents to access key services and opportunities and are high in the public profile and disruptive/expensive to refurbish. There are multiple examples of critical infrastructure in our region including bridges that are essential for connectivity, tunnels that allow uninterrupted traffic flow, flyovers and overpasses that bypass pinch points on the network, carriageways that are essential for connectivity and drainage systems that prevent flooding.
- Investment should be made in existing and new services and infrastructure to ensure it is resilient and capable of providing a punctual and reliable service.
- Our highways should be managed in a way that provides the best possible improvements for all users within the resources that are available. Prioritising safety enhancements, regular maintenance for all users, including people and freight, should help to improve the resilience of roads.
- Resilience should also be a key factor for further improvements to our region's public transport offer and for enhancing the current public transport facilities, including through regular maintenance.
- Potholes and surface imperfections on our roads should be addressed and drainage should be regularly maintained to mitigate flooding.
- Public transport in our region should be more reliable and able to cope better with different types of weather and where there is a fault or issue on part of the system.
- Our region should be able to effectively secure maintenance funding for different types of infrastructure which make up the transport network.
- Our region should have a clear strategy to maintain and improve our transport assets, such as a Transport Asset Management Plan (TAMP), which should deliver strategic investment in our network focusing on long term asset performance and reduced liability for future generations.
- Community engagement should take place to ensure that the network quality meets the needs of all its people.





## How do we get there?

### Metro Signalling

The signalling system used by the Metro to control the safe and punctual movement of trains across the network is in urgent need of replacement.

Without investment, there will be more failures of the signals which would impact reliability, increase delays, and reduce the attractiveness of Metro as a public transport option. In the long-term would result in sections of track being removed from use for a passenger service.

To overcome these issues, there is a pressing need for a new signalling system from 2030. A main priority will be to develop the business case to replace the signalling system for the Metro network to ensure work can commence on replacing this critical asset by 2025 which will enable plans to expand the Metro network and to deliver a more resilient and efficient Metro network.

A new signalling system to replace the current, outdated system to allow Metro to continue to operate safely, linking with capacity enhancements and expansion of the Metro network is included as part of the delivery plan.



## How do we get there?

### A19 junctions north of Newcastle

The A19 is a vital route connecting the North East with our border regions, the wider UK, as well as to our international links. It is also a key link for many of the North East's important employment and economic growth sites. Lack of capacity is a significant issue at the junctions north of Newcastle: Moor Farm and Seaton Burn. These pinch points generate congestion, worsen air quality, result in unreliable journey times, and hold back our region's economic growth.

National Highways (NH) is the government-owned company that operates, maintains, and improves the strategic road network (SRN). The North East has been calling on NH to address these issues urgently as the junction improvements are considered to be critical to supporting growth in the area.

### A1 North of Newcastle to the Scottish Border

A1 North of Newcastle to the Scottish Border is currently suffering with congestion and safety problems. The planned project of dualling this section of road has been stalled many times at significant costs.

National Highways need to deliver on this project at pace and without the delays and postponements that have held up delivery of this important scheme for the North East in recent years.

For the resilience of our strategic road network to meet the needs of its users it is vital that the existing single lane sections of the A1 North of Newcastle are dualled and that junction improvements on the A19 north of Newcastle take place. This will help address congestion, improve journey time reliability, and unlock growth opportunities.

Both of these regional interventions are included as part of the LTP delivery plan. We should continue the fight to secure the backing needed to dual the A1 to Scotland.

# 12

**Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.**

- Our Strategic and Key Route Network (KRN) should have a built-in resilience. For example, there should be high standards of drainage, lighting, highway surface materials and road conditions. This should allow our region's road network to serve the needs of our region to 2040.
- Our UTMC centres should be used to make the integrated transport network more resilient. For example, using Intelligent Transport Systems (ITS) to improve the flow of traffic.



## 13

**Charging infrastructure for Zero Emission Vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.**



- People should be able to conveniently and reliably charge their electric vehicles using a public chargepoint wherever they need to regardless of whether they live in urban, sub-urban, or rural locations.
- Public chargepoint infrastructure should cover remote rural communities with lower levels of utilisation and urban areas with high deprivation and low car ownership to ensure comprehensive provision.
- There should be more publicly available EV charging infrastructure throughout our region, including comprehensive coverage at hubs on major routes and at visitor destinations. The provision of rapid EV charging hubs should be supported on major routes and visitor destinations.
- Electric vehicle charging should become part of everyday life, just like refuelling a petrol or diesel car or van.
- ZEV infrastructure should not be only limited to electric vehicle charging, the development of hydrogen as an alternative zero emission fuel for heavy transport (large vans, heavy goods vehicles, buses, and trains), should have advanced further and form part of the integrated network.

## 14

**Capacity should be boosted on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.**



- Investing in long distance transport infrastructure increasing the capacity and resilience of the East Coast Main Line and Durham Coast Line should improve our region's connectivity. There should also be improved local rail connectivity on the ECML north of Newcastle.
- Improved national rail links should also enable the North East to welcome new businesses and organisations to be based here. More people should be able to travel sustainably to and from our region's international gateways from right across the North East, benefitting residents, businesses, and the visitor economy.
- There should be strategic investment in our transport links (surface access) to and from all areas of the North East to our five seaports and the airport to support the sustainable movement of both passengers and freight.
- New technologies should be trialled and introduced, unlocking investment opportunities, enabling freight to be delivered in new ways.
- There should be reduced journey times for the movement of people, and goods between freight centres in our region, those across the UK, and international gateways.

## How do we get there?

### Improving East Coast Main Line (ECML) capacity and resilience

The East Coast Main Line (ECML) capacity has been a consistent area of focus in the North East's engagement with Government, Network Rail and Transport for the North.

The single most significant barrier to improving the external rail connectivity of the North East is the ECML reducing from four tracks to two between Northallerton and Newcastle which means that only 6 trains per hour can run from and to the North East on this section. Also, on the ECML corridor to Edinburgh having few locations where long-distance services can overtake slow-moving freight, limits growth in potential rail connections.

Without major upgrades in the North East and elsewhere, the ECML will be unable to meet these future demands.

The LTP delivery plan identifies the need to fast-track capacity upgrades to the ECML in the North East, including an intervention to release capacity for more trains to/from London without disrupting existing passenger and freight flows.



## Safety, especially of women and girls, and other improvements in service quality

Whilst anyone can have safety concerns when travelling, this issue is far more pronounced for the one million women and girls in our region who have the right to feel safe when they travel. By looking at the root causes of why women and girls can feel unsafe on our network, and taking targeted action to fix them, we can ensure that all people feel safe whilst travelling around the North East.

# 15

There should be clear and effective channels through which to report harassment and violence against women and girls on the network.



- Awareness should be raised of the channels available for women and girls to report any concerns they may have when travelling on the transport network; these channels should be accessible to all. This should include support for those who feel vulnerable before, during, or after journeys and should outline the short and long-term support available.
- Detailed guidance should be provided on what to do, and who to contact if anyone feels unsafe, concerned, or if they are a victim of an incident when using the network. This guidance should be developed in collaboration with women and girls to ensure it addresses the relevant issues and helps to build trust that reporting of incidents will lead to an effective outcome. Women and girls should be confident that the channels through which they report problems ensure that they are heard, provide confidence that action will be taken, and inform them of any outcomes that come from reporting.
- There should also be active encouragement for other passengers witnessing a situation to report it to network operators so that action can be taken.
- Improved reporting of incidents and concerns should help to identify the types of issues and the scale of the problem, helping to ensure that targeted action can be taken, and resources can be appropriately allocated.



## 16

**Targeted action should be taken and resources should be assigned to prevent violence against women and girls on the region's transport network. This should cover preventing offences from happening but should also look to tackle the root causes of violence and prevent it from developing.**



- There should be a zero-tolerance policy towards hate crime, anti-social behaviour of any kind or harassment on public transport towards passengers and staff.
- Resources should be targeted at ensuring the prevention of offences against women and girls, improving safety and security.
- Additional CCTV, enhanced security on the network and body worn cameras should be widespread to prevent issues before they occur and play a role in catching perpetrators and bringing them to justice. Beyond this however, they should provide reassurance to passengers. Resources should be targeted on areas identified by women and girls in the region as feeling unsafe. This should include days of action to offer a presence in response to identified higher rates of incidents, or circumstances that may lead to the possibility of a higher rate of incidents across the transport network.
- Enhanced training should be provided to staff across the network to help prevent and manage violence against women and girls and provide reassurance. Gaps in current training and safety practices should be identified and filled. There should be greater levels of professional and friendly staffing presence to improve safety, and perceptions of safety, on the public transport element of the integrated network. There should also be close partnership working with the police to maintain a safe network.
- Additionally, there should be efforts taken to change behaviour and try to prevent the early causes of violence against women and girls on the transport network and improve safety. This should look to show people how to be active bystanders and provide awareness of inappropriate behaviour and attitudes to help prevent issues from occurring. Education should make people understand what makes women and girls uncomfortable and why, as well as informing about the consequences that could face offenders.

## 17

**Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.**



It should be safer and easier to walk, wheel, and cycle to and from key local destinations, for everyday journeys such as for work, healthcare, education, and leisure purposes, and to access other public transport.

Direct action should be taken to create increased trust and confidence in the safety of the network and to improve perceptions of safety. To a degree, the standards outlined above will help to achieve this. Overt and covert days of actions should incorporate enforcement against offenders and improved reporting should help identify offenders exploiting the transport network.

However, there should be further actions taken to improve the perception of safety and allow women and girls to build confidence in using the transport network. Improvements to physical infrastructure should play a significant role in this, including:

- Improvements to public transport stops and stations to make them safer, such as better lighting, removing blind spots and clear safety information, including what to do in an emergency.
- The green, integrated transport network should bring new, safe bus stops, a vital addition that is too often overlooked.
- Better lighting, routes segregated from traffic and improved CCTV should also be present across the active travel network.

Obstructions such as vegetation should be removed from routes, landscaping should be undertaken where appropriate, and blind bends should be avoided. Additionally, routes should be planned around areas with higher footfall to ensure safe journeys.

- Active travel, taxi and car club infrastructure should be well integrated with public transport to ensure there are not long distances that need to be travelled at night between transport options, and these facilities should also be well-lit.
- Public electric vehicle charging infrastructure should be situated in well-lit locations with high passing footfall where possible.
- Additionally, investment should be directed into placemaking around transport hubs, making them pleasant places to be, increasing footfall and reducing the likelihood of people having to wait by themselves. Our streets should be welcoming and safe spaces for all people, enabling more journeys to be made by active travel and public transport.

Beyond physical interventions, awareness should continually be raised around the issues faced by women and girls on the transport network to ensure it remains a topic of discussion and improvements continue to be made to prevent violence and harassment.



## 18 Roads should be made safer, with a specific focus on the most vulnerable users.

- All road users in our region should feel safe when using the network, including pedestrians, cyclists, wheelers, motorcyclists, car drivers, and heavy goods vehicle drivers.
- However, there should be a specific focus on making roads safer for the most vulnerable users (defined as pedestrians, cyclists, motorcyclists, as well as horse riders and horse-drawn vehicles).
- Our region should aim to reduce the amount of road casualties and fatalities year on year and should aspire for zero road deaths and serious injuries.
- With the support of the region's local highway authorities the region should draw up an action plan covering a holistic set of measures to reduce the number of North East road casualties, with the overall ambition for zero road fatalities and serious injuries by 2040, with an emphasis on working to achieve this sooner.

## 19 Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.



- There should be further accessibility improvements on public transport so it is a truly integrated service and people with additional needs should be supported by staff on the network.
- Our communities should not be impacted negatively by vehicular traffic, with volumes, speeds, and any resultant air pollution being kept to a minimum. This includes ensuring heavy goods vehicles avoid residential areas where possible.
- Stations and interchanges should have secure car parks and cycle storage, so people have confidence that their vehicle or bike are safe until they return to it. Cycle storage should allow for a range of cycle types to be stored securely at transport hubs, stations, and interchanges.

## 20

**The customer experience should be transformed setting the highest service standards, where users can expect the provision of safe, reliable, clean, and efficient transport infrastructure.**



- Our two Urban Traffic Management Control (UTMC) centres should be used to improve the functionality and performance of the integrated transport network, including improving the flow of traffic in designated Air Quality Management Areas (AQMAs). Public transport services should have timely arrivals and departures with minimal delays.
- People should be able to easily find pre-journey information on punctuality, customer satisfaction, and safety, increasing confidence in using the network.
- The strategic highway network should offer more reliable journey times for the movement of both people and goods. This should help lead to a greater share of journeys being made by sustainable travel, as well as freeing up capacity on road network for essential journeys.
- Asset management plans should ensure that future weather patterns do not cause undue disruption.
- The use of Intelligent Transport Systems (ITS) incorporating UTMC and live journey time control should be enhanced to improve journey time reliability, reduce congestion and assisting people on the network.
- There should be comprehensive cleaning regimes at public transport stations, stops, and interchanges to create a positive first impression for people.
- Cleanliness and hygiene standards should be maintained on public transport vehicles, with regular cleaning and maintenance schedules.
- Stations and interchanges should have comfortable, secure, well-lit, and clean facilities so people have confidence in using them.
- There should be high levels of cleanliness and maintenance of Park and Ride sites, mobility hubs and cycle storage facilities.
- EV chargepoint infrastructure for cars, vans and light goods vehicles should be of a consistent standard and well maintained across our region, facilitating confidence for people. Chargepoint infrastructure should be accessible for all users.
- Maintenance should be carried out promptly across the whole integrated transport network. Assets should be maintained in the best possible condition to ensure their continued efficiency of operation.

## 21

The network should have consistent and cohesive branding such as colour schemes, signage, design standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations.

- Signage and wayfinding should be consistent across the entire network, regardless of the type of location, including rural and coastal areas. Consistent and cohesive branding should also be applied online.
- Existing brands and sub-brands should live harmoniously as part of the integrated network.
- A prominent, unified transport network should lead to increased awareness of travel opportunities and help to increase the proportion of journeys made sustainably. This could strengthen our region's economy, environment, and the health of our people, meeting all five of the North East CA's missions.

## 22

The North East should set the highest standards for a fleet of green public transport vehicles.



- The integrated network must help enable significant reduction in greenhouse gas emissions from transport.
- The North East should set the highest standards for a fleet of green, Zero Emission Buses operating as part of an integrated network.
- There should also be high quality facilities for HGV drivers, with alternative fuel infrastructure in place to support the decarbonisation of road freight.

## 23

People should feel a sense of pride in the network and be keen to use it again.



- People should be able to provide feedback on their experience, allowing for improved passenger satisfaction and continuous improvement in service quality.



## Connections between different transport types

# 24

The region should no longer consider different forms of transport as separate networks and move to one integrated and highly interconnected network where people can make seamless door to door journeys.



- Seamless travel across different types of transport should help people to make greener journeys depending on their personal and journey circumstances.

# 25

The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.

- Railway stations, bus and coach stops and stations, Metro stations, taxi ranks, mobility hubs, car parks, motorcycle parking and cycle storage should all be places on the integrated network where seamless interchange between different types of transport take place.
- This is especially vital for services from rural and coastal areas where we need to ensure buses meet trains and vice versa for return journeys to reduce journey times and prevent lengthy wait times.
- There should also be sufficient electric vehicle charging points and bike parking at key stations and interchanges. The design and use of this infrastructure should all be planned around seamless integration.
- There should also be more infrastructure which supports journeys being made by different transport types. Physical links between different transport types should also be improved so that switching from one form of transport to another is as seamless as possible.
- Technology should enable people to automatically pass through gates with no physical interaction, ensuring fare going customers can get to and from Metro and trains more easily and comfortably.
- There should be a focus on ensuring there is strong integrated transport options for the beginning or end of an individual journey to or from a transport hub or service.
- Transport hubs and interchanges should be more multi-functional spaces that improve the passenger experience and ease the transition from one type of transport to another. This could also support greater footfall and use of greener travel.
- Transport interchanges and hubs should prioritise high standards in terms of safety and security while being welcoming and inclusive spaces, to help them become a focal point of local areas and enhancing quality of place.



## 26

**There should be well co-ordinated public transport timetables and services which complement each other and enable seamless and smooth transfer from one type of transport to the next.**

- Integrated public transport should be provided by interlinking services and timetables provided to make it easier for customers to make journeys this way. More focus should be given to joining up services which should broaden their reach and enable people to get to places they want to go to by public transport.
- Active travel links should feed into key stations, mobility hubs, and interchanges with safe and secure cycle storage enabling transition onto other services.
- Timetables for different transport types should join up, creating an improved, integrated, and smooth journey experience. The public transport network linked to our key gateways such as Newcastle International Airport, and national rail services should be timetabled to reduce wait times for those travelling into and out of the North East.
- Prioritising buses should make joined-up public transport timetables easier to coordinate. Ensuring buses reach destinations on time creates a faster, more reliable bus service allowing for better integration between each bus service and with other transport types such as rail and Metro.







## 27

The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.



- The relocation of the Shields Ferry to the North Shields Fish Quay will ensure a direct sustainable river-based transport link between North and South Shields can be maintained. It should enable the transport network in this area to be fully integrated, supporting easy access to active travel routes, Metro, and bus services as well as other key locations on both sides of the river Tyne.

## 28

Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys.



- There should be further development of park and ride services, better taxi ranks at railway stations, and adequate drop-off and pick up areas, recognising that the car or van may be the only option for certain journeys and personal circumstances.
- There should be more park and ride provision in more rural areas to help link communities to the public transport elements of the network.

## Summary

We will no longer view different types of transport as separate networks. Instead, we will develop a single, cohesive network which people can use effortlessly. It should seamlessly connect people and move freight between different forms of transport. Affordable prices should be charged for transport services, with routes allowing people and freight move easily around the North East as well as in and out of our urban centres, rural, and coastal areas. The integrated transport network will be a system fit for a modern, forward looking North East and will meet the missions of the North East CA.

Having an integrated regional transport network will enable people to make greener journeys, travelling sustainably where possible. This will free up the road network for essential journeys that need to be made by car, van, lights goods vehicles, and HGVs.

Our robust regional delivery plan is a live document based on evidence to meet our aspirations and will be reviewed regularly so that it can be refreshed and updated going forward. It sets out a comprehensive list of deliverable interventions which aligns to the ambition set out in this section.

Types of interventions include:

- New infrastructure projects
- Service improvements (ticketing and fares, vehicles, stations)
- Regulation (land use, vehicle type, financial, planning policy)
- Creation of partnerships
- Promotion and sharing information (marketing, data sharing, workplace engagement)
- Innovation development (planning for the future, trialling ideas, working with organisations across the North East).

Interventions included in the delivery plan have gone through a thorough review and sifting process to ensure they are deliverable rather than just being aspirations, and together will enable us to achieve a truly integrated regional transport network, benefitting our region's economy, health, and environment.

The provision of a single, joined-up and cohesive integrated regional transport network will maximise connectivity, enabling the North East CA's five missions to be met.

## Key insights from this section:

- We will no longer view different types of transport as separate networks. Instead, we will develop a green, integrated transport network that works for all.
- This section sets out the way forward to create a network that acts as the yardstick on which all other networks are judged.
- We believe this will make sustainable travel options more attractive and convenient, enabling more people and freight to make greener journeys.

## 6. Current situation and challenges

### This section will:

- Show what transport challenges will be addressed by the standards we have set out in the where do we want to be section.
- Set out our transport challenges under the five areas of focus:
  - Planning journeys/informing users/supporting customers
  - Ticketing and fares
  - Reach and resilience of infrastructure
  - Safety of women and girls and service quality (punctuality, cleanliness, and safety)
  - Connections between different transport types

### The North East's current transport network in numbers

There were an estimated  
**600 million**  
 walking and cycling trips across our region in 2022.

In 2022 there were  
**over 100 million**  
 bus journeys across our region.

There were  
**over 370,000**  
 journeys using the Shields Ferry in 2023.

**Over 30.5 million**  
 Metro journeys were taken in 2023/24.

There were  
**nearly 15 million**  
 entries and exits at mainline rail stations in the financial year 2022/23.

**Over 19 million**  
 vehicles travelled through the Tyne Tunnels in 2023.

In 2022 there were  
**over 700,000**  
 domestic passengers flying from Newcastle International Airport.

**Over 9 billion**  
 miles were travelled on our region's roads in 2022.

**Over 1,200**  
 vessels arrived at our region's ports in 2022.

The average person made just  
**under 1,000**  
 journeys per year across all transport types in 2022.

There were  
**around 8,000**  
 registered Electric Vehicles (EVs) in our region in 2022.

**56 million**  
 tonnes of goods transported by road in our region in 2022.

**1.6 billion**  
 miles covered by light goods vehicles in 2022.



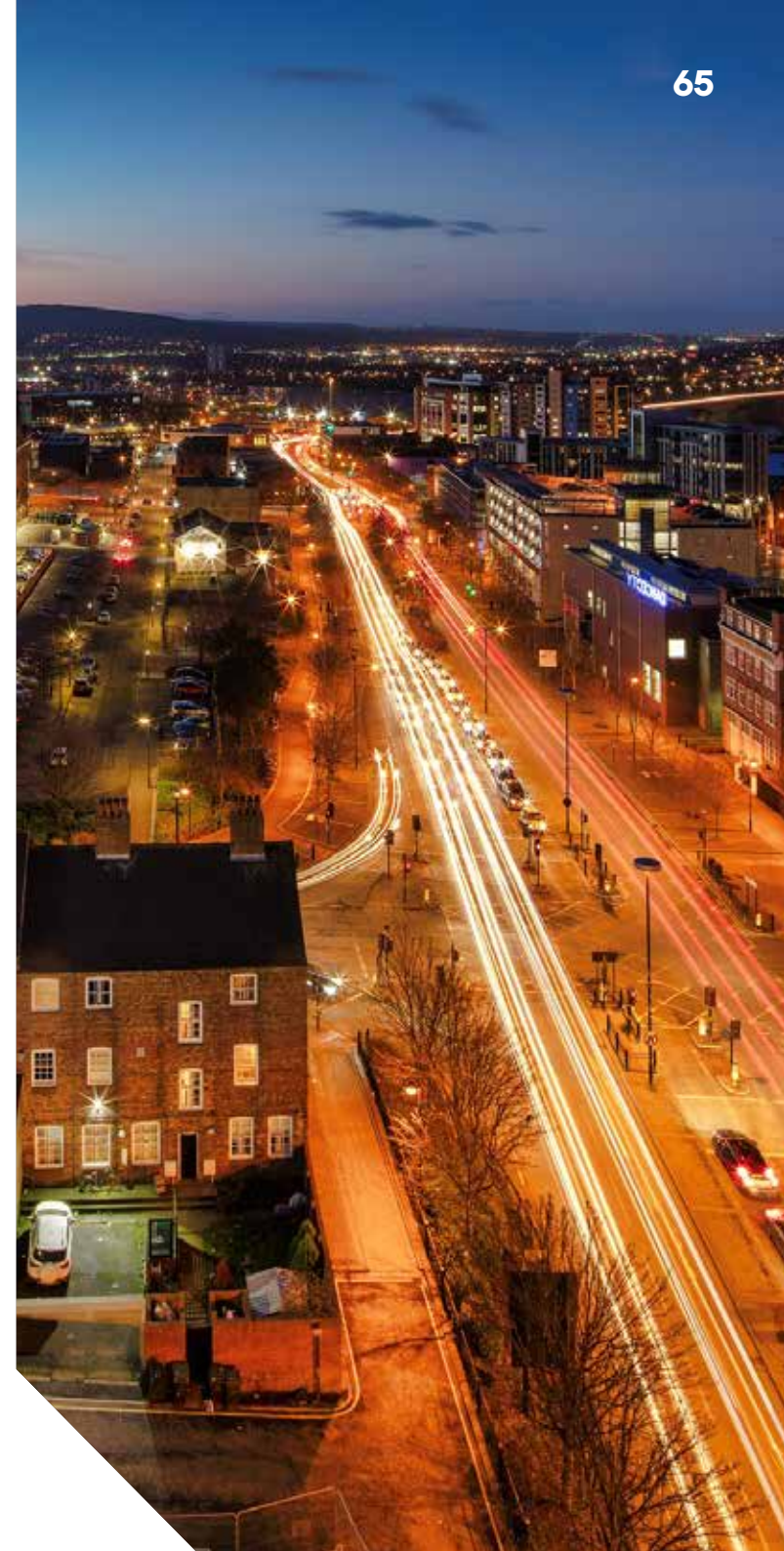
The North East has made great strides in recent years to improve the region's transport network, ranging from the introduction of more integrated ticketing to major infrastructure developments.

To build on our recent success, we are focusing on addressing the five key areas of focus to create a green, integrated transport network that works for all.

The following sections will describe the current situation of our transport network and the challenges our region faces for each of the five focus areas.

## 6.1 Summary of the North East's transport challenges

- Car and van journeys made up 58% of all journeys made in 2022 and car ownership in the North East is increasing.
- Public transport use is falling over the long-term. Since 2014, Bus and Metro passenger journeys per head and vehicle miles have both decreased.
- 31% of residents in the North East (622,000 people) are at risk of transport related social exclusion (TRSE).
- A range of transport issues has led to a contrast between rural isolation in our more remote areas and poor air quality and congestion in parts of our towns and cities.
- Actual violence and perceptions of violence against women and girls can act as a barrier to use of active travel and public transport.
- Commuting to workplaces is dominated by car travel, so congestion is a significant issue on our roads, which affects public transport access and attractiveness, reduces productivity, and increases inactivity.
- Transport contributes a significant proportion of carbon emissions. Approximately 97% of transport generated greenhouse gas emissions in our region are from roads, with A-roads being the greatest contributor.
- In 2022, only 36% of journeys to school (5-16-year-olds) were made by active travel, the second lowest percentage of any region in England.



## 6.2 Planning journeys, informing users, and supporting customers

**Public transport operators, Nexus, and Durham County Council all have their own journey planning tools which provide varying levels of information. They are either specific to one type of transport or don't cover the whole region. Apps and websites such as Google or CityMapper can provide journey planning for the whole region however they don't always contain real time information.**

### Planning journeys, informing users, and supporting customers - current situation

Our region has a variety of measures to support customers when they are planning a journey or looking for travel information.

All public transport stops in our cities, towns, and villages have printed information and/or QR codes which are updated when timetables change.

In 2023, 400 bus stops had digital information screens showing timetable information; however, whilst improving, the availability of real time information is limited. Updates in technology have created a mismatch between the data feed from transport operators and the region's back-office systems.

In 2023, bus stops with minimal use or in very rural areas of the region had limited information available.

Local rail and Metro stations are fitted with help points that allow passengers to get in contact with staff. Help points can be incredibly useful for customers due to the large number of unmanned stations on the rail network.

Most major interchanges and some larger bus stations, including Durham bus station, are staffed by customer service staff who already help thousands of passengers make journeys in the region. Smaller bus stations generally do not have a customer service staff presence.

Public transport passenger announcements serve as an important information stream for providing passengers with information on current or future network disruption. For example, announcements provided on Metro fall broadly into two categories; network wide pre-recorded messages to inform passengers of planned disruption or current faults, and personalised messages which can be delivered to selected stations when there is unplanned disruption.

Customers also currently have the choice to use multiple apps or the internet to view real time passenger information:

- Timetables and public transport information is available on the Durham County Council, Nexus and Northumberland County Council websites.
- Our regional bus operators each have their own separate websites, apps, and phone lines which provide passengers with bus information and updates. Our bus operators allow passengers to track the live location of their bus.
- Traveline North East, a partnership of councils and public transport operators, provides comprehensive timetable and fare information for all local bus, Metro, train, and ferry journeys.
- Comprehensive live journey planning, timetable, and accessibility information is available on the Nexus and Durham County Council's website.
- 'Pop' app for Metro allows passengers to track Metro departures in real time, buy Metro tickets, access journey updates, and see Park and Ride facilities near stations. In 2023, the Pop app was updated to allow both Android and Apple smartphone users to access the app.
- Local transport operators also have their own social media pages which provide live service updates.



- Durham County Council provides a web-based interactive public transport map with a journey planner as well as timetables and routes for all local bus services. Up until 2023/24 year, the RTPI system used in Durham and the rest of the region was life expired, unreliable, and was providing the predicted departure times for a small number of bus services. However, a new system was introduced in early 2025.

Currently, there is also significant use of third-party technology such as Google Maps and Apple Maps on smartphones to plan a journey and to assist people while travelling. Google Maps was identified in a 2019 Nexus insight panel as the number one stop for public transport information for 29% of respondents. Google Maps allows users to set a start and end location, specifying additional route options such as “Wheelchair accessible” and “Less walking”.



A 2023 Nexus Insight Panel found that both the Go North East bus app and the Tyne and Wear Metro app were used by nearly half of respondents that use a public transport app.

Machines located at Metro stations provide ticket information to passengers. Banners above the screen provide a visual map of the fare zones and a list of stations and required tickets, helping passengers in ticket selection.

Current passenger experience standards across the North East's 32 railway stations vary significantly. For example, three local rail stations (Acklington, Chathill, and Pegswood) do not have any ticket machines.

#### **Planning journeys, informing users, and supporting customers – challenges**

Inconsistencies in information are particularly apparent when passengers need to use more than one type of transport or more than one operator. Whilst multiple online platforms and apps exist, there is no one single platform that provides all of the real-time transport information for our region. This makes it difficult for passengers trying to plan a door-to-door journey. Users are required to use multiple online sources from different operators to find journey information, view and purchase tickets and access real-time information. The quality of information provided also differs significantly between transport operators.

Currently, information for passengers relating to planned and unplanned disruption is mixed. There has been a significant rise in social media being used as the primary way to communicate updates. This may not reach all customers as social media is not typically used for journey planning and some lack access to online information.



“A single website for users to be able to investigate and map journeys via multiple modes is key. A single quality source of transport information is important. The current situation seems fragmented.”

**Micro business, Newcastle**  
**‘Making the Right Travel Choice’**  
**Market Research, Primary**  
**Research with Employers**  
**April 2022**

The complaints process is fragmented, requiring customers to navigate multiple sources for different operators. For example, bus operators have separate complaints teams, with contact details available online and through other channels.



“A regional integrated system involving trains, Metro and buses and interchangeable tickets would be brilliant”.

**Big Bus Conversation 2023**

Our bus operators, along with Nexus, the North East local authorities, Traveline, and Network One have strong individual brand identities. Although these brands are strong with good customer recognition, the lack of a unified identity potentially adds complexity from a user perspective. The quality of public transport signage also varies significantly across our region.

The lack of information and integration between active travel and public transport has also been highlighted as a challenge to planning journeys, informing users, and supporting customers.

Zero Emission Vehicle (ZEV) users face similar issues. The quality of maps showing available chargepoints in our region, whilst improving, is often poor as they do not always show the full extent of chargepoints in our region and there is sometimes no distinction between slow, fast, and rapid chargers, or information on whether the charger is operational or is currently being used by another driver. This causes issues for current EV drivers when planning or making a journey relying on public chargepoints to reach their destination. It also acts as a potential barrier to further ZEV take up.



62% of potential EV drivers were put off buying an EV for their next car due to poor chargepoint availability.

**North East Charging Behaviour Study (2020)**



“The charging points are always busy, which can again be a barrier.” – Large business, South Tyneside

**Making The Right Travel Choice Strategy – Employer research (2022)**

6.3 Ticketing and fares

**Ticketing and fares - current situation**

Transport operators across our region offer a wide variety of ticketing products valid on their services, from single and day tickets to weekly passes. The North East’s ticketing offer includes some products that allow interchange between different operators and types of transport, which are summarised in **Table 3**.

The North East Bus Service Improvement Plan (BSIP) and Enhanced Bus Partnership (EP) has led to the introduction of enhanced multi-operator, capped tickets across different types of public transport which have increased customer flexibility to travel around the current network. Despite this strong progress, more needs to be done.

Table 3 – Summary of the North East’s integrated public transport ticketing offer 2024

Ticket type	Details
Network One (multi-operator ticketing company in our region)	Network One offers a full range of multi-modal tickets within Tyne and Wear, but only a limited range for the wider region. Multi-modal tickets have historically been priced at a significant premium to single-operator equivalents and the uptake has been relatively low.
Bus Service Improvement Plan (BSIP) and Enhanced Bus Partnership (EP) Initiatives	<p>Through BSIP funding, we have introduced a number of multi-operators and multi-modal day ticketing options, these are:</p> <ul style="list-style-type: none"><li>▪ All day, anywhere multi-operator daily bus tickets for travel within Durham, Northumberland, and Tyne and Wear. There is also a regionwide day ticket enabling adults aged 22 and over to travel across the entire North East CA region on any bus, the Metro, Shields Ferry, and the Northern Rail services between Blaydon and Sunderland.</li><li>▪ A discount to the existing Network One Day Rover multi-modal ticket for Tyne and Wear.</li><li>▪ Free multi-modal travel passes for young people aged 18-25 who grew up in local authority care, with 60% of holders using their pass to make journeys involving interchange.</li></ul> <p>Without these interventions there would be discrepancies and variations between commercial bus fares in the product range across bus operators.</p>

Ticket type	Details
Pop smart payment	<p>Pop is a smart payment system on dedicated cards or android phones which allows customers to load a balance onto their card and pay for their journeys on the Metro, Shields Ferry, and certain bus services.</p> <p>Fares are lower for passengers using Pop pay-as-you-go (PAYG) on the Metro and the Shields Ferry compared to purchasing a paper ticket. The system also includes a daily price cap on Metro.</p> <p>An upgraded system Pop 2.0 will launch in autumn 2025 allowing passengers to benefit from a multi-modal daily price cap when using Pop across different modes of transport by tapping on and off on each journey. This development will provide customers with greater flexibility and ease in how they pay for sustainable transport.</p> <p>Pop cards can also be used to carry season tickets for travel on Metro and multi-modal Network One journeys.</p>
Northumberland Line	<p>Passengers on the Northumberland Line are able to use Pop to make journeys integrated with the Metro at a small premium to rail-only prices. Pop cards can also be used on Northern trains between Newcastle and Sunderland which use the same route as the Metro.</p>
Take the kids for free	<p>Fare paying adults can take up to three children aged 11 and under with them free on Metro and the Shields Ferry, all day, every day. There have also been limited offers from bus companies of a similar nature during school holidays.</p>
Metro Gold Card	<p>People eligible for the English National Concessionary Travel Scheme (ENCTS) can purchase a Metro Gold Card that can be loaded onto their ENCTS card. This extends the concession to include the Metro and Shields Ferry and is priced at £12 a year for Tyne and Wear residents, and £24 a year for non-residents. Around 164,000 Tyne and Wear residents have a Metro Gold Card.</p>

### Ticketing and fares – challenges

The complex range of brands and fare offers can cause confusion and passengers might not be aware which ticket offers the best value for money. A 2019 Nexus Insight Panel survey found that 49% of bus users and 69% of non-users found it difficult to understand the different types of available tickets.



“Tickets valid only on one company’s buses does not encourage interchanges across city or region. All bus companies should be integrated into Nexus brand so that you can plan routes easier and only pay a single ticket to travel on multiple buses”.

**Big Bus Conversation 2023**



“Sometimes ticketing across different operators can be complicated, especially the multi-day options”.

**Big Bus Conversation 2023**

Newcastle International Airport and bus operators have fed back that ticket options are complex for tourists visiting the region.

A further potential hindrance to seamless integrated ticketing occurs at Park and Ride sites where separate public transport and parking tickets need to be purchased.

Contactless payment options are available on all public transport across our network, however ‘tap on, tap off’ payment and capping is only available on certain types of transport or is limited to a specific public transport operator, preventing passengers making seamless payments between different types of transport and across different geographical areas within our region. Some tickets are also limited by location. For example, not all tickets that offer multi transport type use in Tyne and Wear extend beyond these boundaries.

Some ZEV drivers have also highlighted confusion with current payment methods at publicly available chargepoints across our region. For example, the need to have numerous cards, membership, and not being able to use contactless card payment at some of our region’s public chargepoints have been cited as barriers to transitioning to a ZEV for those who need to use a car or van.



“The speed of the roll-out of public charging points needs to double. A simple “one size fits all” payment system must be in place to provide access to all chargers regardless of the provider. I have enough Apps already, along with numerous RFID Cards.”

**North East Zero Emission Vehicle Strategy Consultation (October 2023)**

**(RFID) – Radio Frequency Identification**





## 6.4 Reach and resilience of infrastructure

When reach is mentioned, we are referring to how far the network stretches across the entire region.

Resilience refers to the ability of our transport infrastructure to withstand and effectively deal with problems such as congestion, faults, and severe weather events.

There are several factors which mean the North East's current transport network fails to fully reach and properly connect all areas of our region. There are also elements of the current network which also have significant resilience concerns.

### Reach – current situation

The Tyne and Wear Metro was designed to sit at the centre of an integrated transport network, serving much of the urban core of Tyne and Wear and connecting passengers with other services such as buses and the Shields Ferry. Metro connects our region to gateways such as Newcastle International Airport, and the central railway stations of Newcastle and Sunderland. There are currently five interchanges sited on key transport corridors to connect local bus services to fast train routes into the urban core of Tyne and Wear. Other stations are deliberately sited on bus corridors.

The North East's bus network has a much larger reach across the whole region than

Metro. Services are mainly dictated by demand which results in variable levels of provision throughout our region. Urban areas tend to have higher levels of demand and therefore more options for bus travel, whereas rural and coastal areas have less demand and as a result tend to have less options for bus travel. An example of this would be the West End of Newcastle where high levels of demand lead to frequent services. By contrast, the village of Otterburn in rural North West Northumberland, where demand is lower, is linked to Newcastle city centre by just three services per day.

The Port of Tyne's International Passenger Terminal is connected by public transport to and from Newcastle City Centre by the Go Northeast bus service also known as the DFDS shuttle bus.

Newcastle Airport currently benefits from one of the quickest public transport connections to a City Centre amongst all UK Airports. The Tyne Wear Metro currently provides connectivity from the Airport to Newcastle City Centre in 23 minutes and Sunderland City Centre in 1 hour.

Despite this link, there is scope to improve connectivity to the Airport. 15% of journeys to and from the Airport are made by public transport. Most flights depart in two waves: early morning (6:00-8:00am) and afternoon. With passengers advised to arrive two hours early, the first Metro service at 6:00am is too late for most early morning flights.

Rail services and stations are another area where there is strong provision in certain areas but a total lack of options in others. There are 533km of rail lines across the North East that serve both local rail and national rail services. Local rail services include the Durham Coast Line which links Newcastle and Sunderland with destinations in the Tees Valley, and the Tyne Valley Line linking Newcastle, Gateshead Metro Centre, west Northumberland and into Cumbria. National rail services provide vital passenger and freight connections beyond our region to Scotland, Manchester, London and more. However, there are several large areas in the North East not directly served by rail, such as Washington.

Our roads are inherently multi-use and the current network interfaces with every journey we make from door to door daily, whether that be by active travel, bus, motorcycle, car, or van. Our road infrastructure and public transport network provide key links to our national and international gateways, which is vital for passenger transport, freight movements, and for the economic prosperity of our region.

The North East does have some park and ride provision linking to bus or Metro services which are mainly concentrated around the city centres of Durham, Newcastle, and Sunderland. There are also park and ride sites at a number of train stations including Horden, Durham, Prudhoe.

The Shields Ferry is fully accessible to customers and forms a fundamental connection in the current sustainable transport network in Tyneside. As the nearest River Tyne crossing to the coast, it is an integral part of Route 1 of the National Cycle Network, the England Coastal Path, and EuroVelo 12 (the North Sea Cycle Route). For the communities in the surrounding area, car and van access is relatively low, highlighting the importance of the Ferry for connecting people to onward journeys.

Active travel infrastructure is another area that serves large parts of our region and is fundamental for allowing journeys with multiple types of transport use. Our network includes 16 routes which are part of the National Cycling Network (NCN), a UK-wide network of active travel routes, connecting cities, towns, the countryside, and the coast.

High quality walking and cycling infrastructure is key to increasing uptake of active travel. The active travel network also enables freight transport, including cargo bike companies and bike deliveries for food companies.

The Tyne Tunnels are made up of two traffic tunnels and the pedestrian and cyclist tunnels which run under the River Tyne and provide a vital link between north and south Tyneside. The two road Tyne Tunnels handle large traffic volumes; in March 2024 alone, there were 1.6 million vehicle journeys made that otherwise would have to route through central Newcastle.

Infrastructure is also important for freight. Our five regional ports handle just under 6 million tonnes of cargo per year and Newcastle International Airport handled 2,449 tonnes of air freight in 2022.

Taxis, including private hire vehicles (PHVs), play an important and unique role as part of the region's current transport network. Taxis enhance the reach of the network by providing those who live in areas that are not well served by public transport the ability to make journeys. Taxis also provide late-night travel options, as well as home to school transport, especially for children who have special educational needs and disabilities. Disabled people tend to rely on taxis and PHVs more than most. Coach companies in our region play a vital role in helping to improve the reach of our current transport network. Coaches are vital for transporting people to, from and around our region every day. The coach industry provides corporate, and tourism travel as well as education trips for schools. There are also scheduled coach services which take passengers beyond our region to other parts of the UK. Current operators include Megabus, National Express and Flixbus. Coach journeys reduce the number of cars on the roads. One vehicle has the potential to remove 50 cars off the road. Coaches also support sustainable travel, producing lower greenhouse gas emissions per passenger than any other type of transport.

Community transport provision also exists across the region, providing flexible and accessible community-led solutions in response to local transport needs. It often represents the only means of transportation for many vulnerable and isolated people, usually older people, or people with disabilities. Most community transport services are demand responsive, taking people from door to door, but a growing number are scheduled services along fixed routes where conventional bus services aren't available. In late 2022, there were 39 Community Transport Association (CTA) member organisations registered in the North East.

Powered two-wheel vehicles (power-assisted cycles, motorcycles, scooters, and mopeds) also play a role in the transport mix. Whilst these vehicles use less road space, users face many of the same issues as cyclists, particularly with safety, and whilst there has been a downward trend in the North East CA area since 2015, accident rates remain high.

### **Reach – challenges**

There are some major gaps in the reach of our infrastructure. For example, smaller rural communities in the North East are often lacking in adequate public transport provision.

The lack of reach of the current network isn't just limited to rural areas though and is also experienced in parts of Tyne and Wear. Although most of Tyne and Wear has access to the Metro, there are still areas that aren't

directly served. For example, Washington is the fourth largest town in England without a dedicated heavy or light rail service, hindering opportunities for residents and businesses. This results in an over-reliance on the congested road network and economic isolation for people without a car.

At many locations passengers face physical barriers to integrated travel such as long walks from bus stops or between station platforms, a lack of car park spaces, a lack of onward connections, or inadequate bike storage facilities.

The lack of reach has also impacted job opportunities and education in our region. This currently means there is not equal opportunity for all. The lack of reach limits the choices people can make on where they want to work and where they can study. For example, tourism is the fourth largest employer in our region however, many of our tourist destinations are in rural areas. As a result, many employers based in these areas struggle to recruit as employees may only be able to drive due to the lack of other transport options. This also excludes people from applying for these jobs.

It can also be difficult for people to access further education, college sites and training courses. During the LTP public consultation, students made clear that whether they can get to a site impacts their choice of course and where to go to study.

Public transport service times across our region don't necessarily align with the demands of modern daily life, such as work shift patterns and late evening social activities. Service times also hinder sustainable transport access to our national and international gateways.

The freight market in the north of England is heavily dominated by road, with 87% of the tonne kilometres transported by road. The North East does not currently have a Strategic Rail Freight Interchange (SRFI), restricting opportunities for transferring freight onto the rail network. In 2022 it was estimated that HGV and light commercial vehicles travelled over 1.9 billion miles on roads in the North East CA, representing almost 21% of traffic by all road users. This causes congestion, unreliable journey times for all road users, and disruption to communities due to heavy traffic, air pollution, and noise pollution.

There are limitations with our public EV charging infrastructure, which can vary widely based on the location with remote rural areas currently having far fewer chargepoints. This issue has been widely acknowledged in local research.





“How are we expected to make the switch with a chronic lack of infrastructure and investment?”

**North East EV Charging Behaviour Study (2020)**



“The private sector isn’t going to put them in some rural village in Northumberland, so someone has to fill the gaps.”

**North East EV Charging Behaviour Study (2020)**

### **Resilience – challenges**

Significant work has been undertaken, including to physical critical infrastructure, to try to make the region’s current transport network more resilient. For example, in recent years there has been significant infrastructure upgrades across our region’s transport network such as improving especially the flow of roads for freight, the renewal of rail tracks,

overhead lines, public transport stops and stations.

The North East CA is also working in collaboration with the National Hub for Decarbonised, Adaptable and Resilient Transport Infrastructure (DARe Hub) in order to find pathways and solutions to create a more adaptable and resilient transport network. However, despite the ongoing progress, a significant number of challenges remain.

There are several resilience issues affecting our current transport network which hinder the efficient movement of people and goods. For example, our road network has some major pinch points, such as A19 junctions north of Newcastle, which generate congestion, contribute to air pollution, hold up buses, displace traffic onto unsuitable roads, and hold back economic and housing growth.

The importance of maintaining critical transport infrastructure was brought into sharp focus during the LTP public consultation period when the A167 Gateshead Highway flyover was closed in December 2024 due to structural concerns. Metro services using the tunnel underneath the flyover were also suspended between Monument and Heworth for almost two weeks due to safety concerns related to the closure of flyover. Disruption to the transport network in this part of central Tyneside was compounded by the ongoing Tyne Bridge restoration works.

Traditional approaches to the allocation of funding for the refurbishment of critical

infrastructure at the national level have typically been ad hoc and competitive.

Investment in the region’s critical infrastructure, which includes highways, railways, tunnels and bridges is essential for ensuring our network is well maintained and resilient.

The A1 through Northumberland suffers significant reliability and resilience issues for both local and longer distance journeys, largely due to sections of single carriageway. These resilience issues result in unreliable journey times which can impact both people and freight.

The lack of consistency in existing active travel routes has been found to be an issue, with 45% of cyclists who participated in a 2022 Nexus Insight Panel survey stating that they were dissatisfied with the condition of cycling routes in the North East. Concerns about poorly maintained existing pavements and cycle paths was also raised as a concern during the North East Active Travel Strategy public consultation (2023).

With new weather patterns emerging, maintaining the current transport network against the impacts of climate change is becoming increasingly challenging. Impacts include flood risk, extreme heat, increased winds, and land instability. Maintenance needs in some rural and coastal locations can be different to other areas due to climate impacts and the remote and exposed nature of some of the network in these places. This can have

a negative impact on the safety of the network and leave communities isolated. The effects are not limited to roads but equally impact on active travel infrastructure and the rail and Metro network. Climate change impacts place added pressure on the cost of day-to-day operations and improvements to the wider transport network, with resilient solutions often being significantly more expensive.

The region also has publicly funded Urban Traffic Management Centres (UTMC), which can control road traffic signals at key junctions to adapt timings based on demand. However, joint co-ordination with the transport operators is currently limited to major sporting and cultural events.

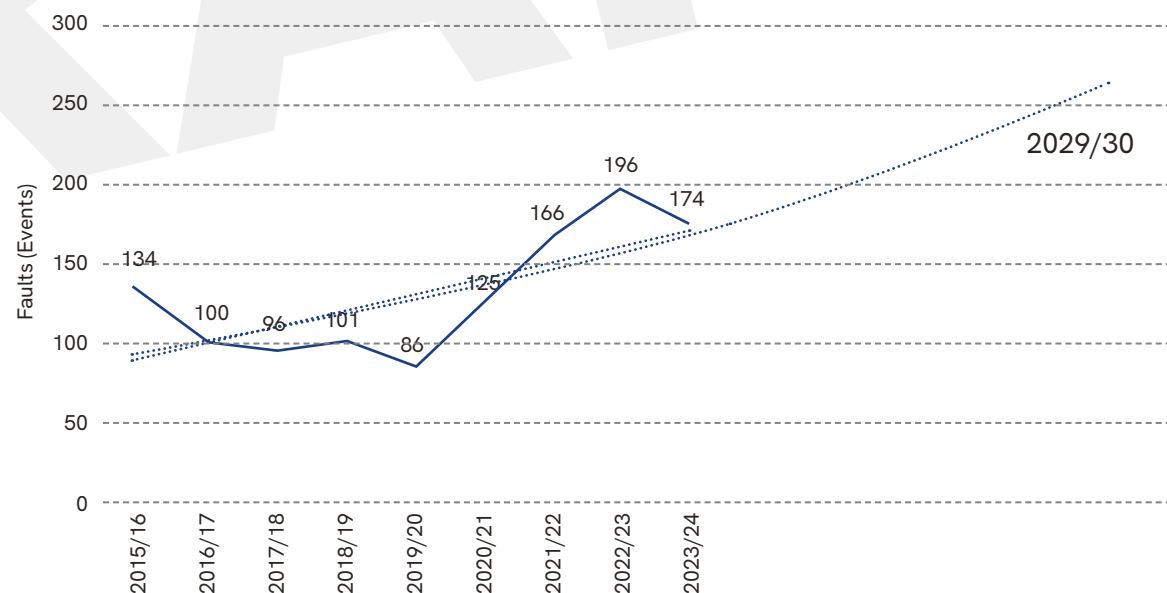
Significant resilience problems also affect the East Coast Main Line (ECML). The ECML is the primary rail route connecting the North East to London and Edinburgh, and carries a mix of commuters, tourists, business travellers, and freight. Rail infrastructure has had a lack of long-term investment, and, as a result, services often don't provide a suitable alternative to car travel. Infrastructure in our region will struggle to meet capacity needs for future growth. The ECML is constrained because of fragile infrastructure and a lack of capacity. The combination of its use for long distance, regional, local, and freight traffic is also a contributing factor. Issues on the ECML often have knock on impacts for the rest of the region's transport network, but also other parts of Britain.

The Metro system is over 40 years old and many of its components are beginning to fail, which reduces performance and restricts growth. Some of the network is built on 180-year-old infrastructure. Failing infrastructure is a particular issue for the Metro's signalling system, which needs to be upgraded and causes a large proportion of delays on the network. Figure 20 below shows the number of faults on the Metro caused by the current signalling system. The dotted blue line shows forecasted faults up to 2029/30, demonstrating that the current situation is predicted to get steadily worse without intervention.

An asset resilience issue exists for the Shields Ferry, with the North Ferry Landing reaching the end of its functional lifespan and in need of replacement. Whilst these issues are specific to the Metro and the Shields Ferry, like the ECML, they affect the whole transport network and limit its ability to function in an integrated and efficient way, as if one type of transport has problems this can cause knock on impacts for the others.

The lack of revenue funding for the North East impacts on the resilience of infrastructure as it impacts the ability to design resilient schemes and limits the ability to maintain infrastructure once it has been installed.

**Figure 20 – Metro signalling disruption by faults over 9 years + forecast**





### 6.5 Safety, especially of women and girls, and other improvements in service quality

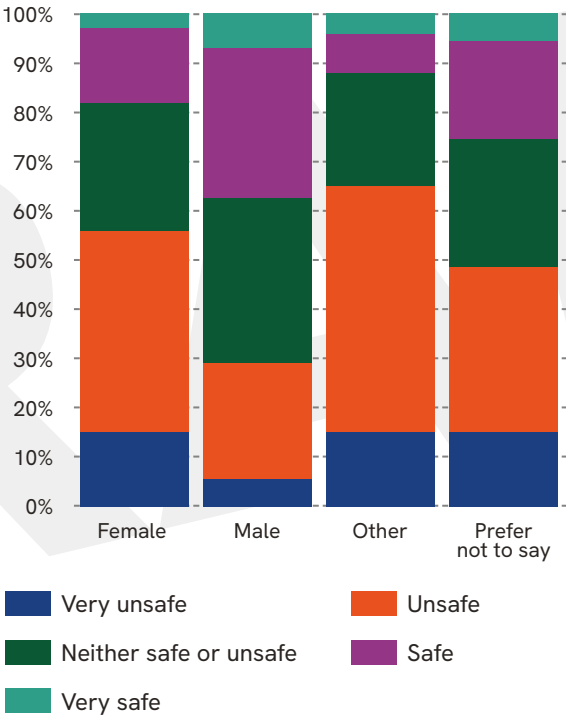
Everyone, especially women and girls have the right to feel safe when they travel. Women and girls often face heightened risks of violence and harassment. Addressing both actual and perceived safety issues is essential to ensure that all transport, particularly, public transport, is accessible, reliable, and safe for all users.

Despite efforts to tackle these issues, such as the introduction of safety measures and campaigns, many women still report feeling unsafe when travelling and using public transport.

#### Perceptions of safety and its impact on travel behaviour

Research from the North East Travel Survey (2022) found that approximately 1,330 women said they feel unsafe or very unsafe from crime and disorder when walking in the dark, compared to 380 men (please see figure 21).

**Figure 21 – 2022 North East Travel Survey Question ‘how safe do you feel from crime and disorder when walking in our region in darkness by gender?’**



In July 2023, the One Million and Girls Campaign conducted an exercise which highlighted many of the concerns women and girls are facing when travelling on public transport. Overall, women and girls do not feel safe when travelling on public transport and even adapt their behaviour in order to feel and stay safe. This can mean making careful seat choices, using more expensive private transport, and relying on friends and family.

In 2024, Children North East released a report titled Change Now which highlights the importance of making children and young people feel safe when travelling alone. The report also notes that girls and young women in particular, feel less safe when travelling around public spaces.

There are major safety concerns for women when using public transport or active travel, including both perceived safety and actual safety. Some of these include, but are not limited to:

- Travelling late at night or when it is dark.
- Behaviour of other passengers such as anti-social behaviour.
- Walking and cycling routes to bus stops and stations.
- Low footfall at stations and interchanges.
- Location of a bus stop and facilities at the stop.

- Experience when travelling on public transport.
- Layout of park and ride facilities.
- Presence of staff at stations, interchanges, and onboard vehicles.
- Location of EV charging infrastructure.
- Poor lighting at train stations, bus stops, car parks, cycling routes and walking routes.

#### **Recent measures that have been undertaken**

Significant measures to improve actual and perceived safety, especially of women and girls, on our public transport network have been introduced in recent years with the aim of preventing unwanted behaviours such as harassment and antisocial behaviour.

Measures include:

- A Safer Transport Northumbria App for passengers to download on their smartphones, making it easier to raise concerns and for victims to report crimes.
- Improved CCTV on the Metro network.
- More staff on Metro trains and at stations day and night, with body-worn cameras.
- 'Not big, not clever, not here' public awareness campaign to discourage anti-social behaviour on Metro and encourage people to report concerns discreetly.
- A national "See it. Say it. Sorted." campaign to encourage train passengers and station visitors to report any unusual activity or items.
- CCTV fitted on nearly all buses across our region as well as two-way radio communication to allow drivers to easily request for assistance if needed.
- Northumbria Police working with Stagecoach to operate a 'Trojan' bus service in November 2023. The bus looked like a normal service with regular stops at bus stations however, plain clothed police officers were on board ready to pick up offenders of harassment and anti-social behaviour.
- All seven Local Authorities require hackney carriages to have an illuminated 'TAXI' roof sign, among other measures, to deter unlicensed drivers and protect vulnerable people, especially lone women, after a night out.
- National measures aimed at improving transport safety of women and girls are listed on the Department for Transport website: <https://www.gov.uk/government/publications/interventions-to-improve-transport-safety-for-women-and-girls>

Despite these measures, safety concerns remain, highlighting that this is a problem that needs to be addressed.

#### **Challenges**

Research with underrepresented groups in cycling (2022) found that women had concerns over cycling in the dark stating that they felt vulnerable when cycling alone on remote paths because of the potential to fall off or be exposed to anti-social behaviour.

Safety concerns also included perceptions that in rural areas, there is a lack of pavement space, with narrow roads and high-speed limits (60 mph) along some non-residential roads often shared between motor vehicles, cyclists, and pedestrians.

**Table 4 - Underrepresented groups in cycling in the North East – 2022 research summary**

Road type	Safety concerns
Main roads	Volume and speed of traffic; impatient drivers.
Residential roads	Parked cars, causing reduced visibility; drivers not expecting cyclists.
Rural roads	Narrow roads: drivers not expecting cyclists.
Rural roads	Vehicles driving too close and or passing at speed; an absence of dedicated cycle lanes; adverse road conditions, such as potholes.

Additional safety concerns raised from underrepresented groups in cycling in 2022 were:

- **Cycling in the dark:** due to visibility, as well as personal safety. A greater issue in winter months
- **Fumes:** the inhalation of - particularly if cycling in heavy traffic.
- **Vulnerability:** when cycling alone on more remote paths – in case of falling off or exposure to anti-social behaviour.

A 2019 Nexus Insight Panel found 68% of respondents felt worried about their personal safety while on board Metro, 21% while waiting for a Metro and 11% when walking to/from stations and stops.

Additionally, 56% of female respondents reported feeling unsafe when using the Metro in the last three months before the panel. These findings reinforce the need for continued efforts to address both actual and perceived safety concerns for women and girls.

75% of women who took part in Transport Focus Bus survey (2023) thought personal safety while at a bus stop in the North East was good, with 84% considering personal safety on the bus to be good.

Rowdy behaviour was the biggest concern amongst females both on the bus (41%) and at the bus stop (53%). Abusive or threatening behaviour was also raised as an issue with 17% of female respondents stating that this is a problem on the bus and 15% stating that it is an issue at the bus stop.

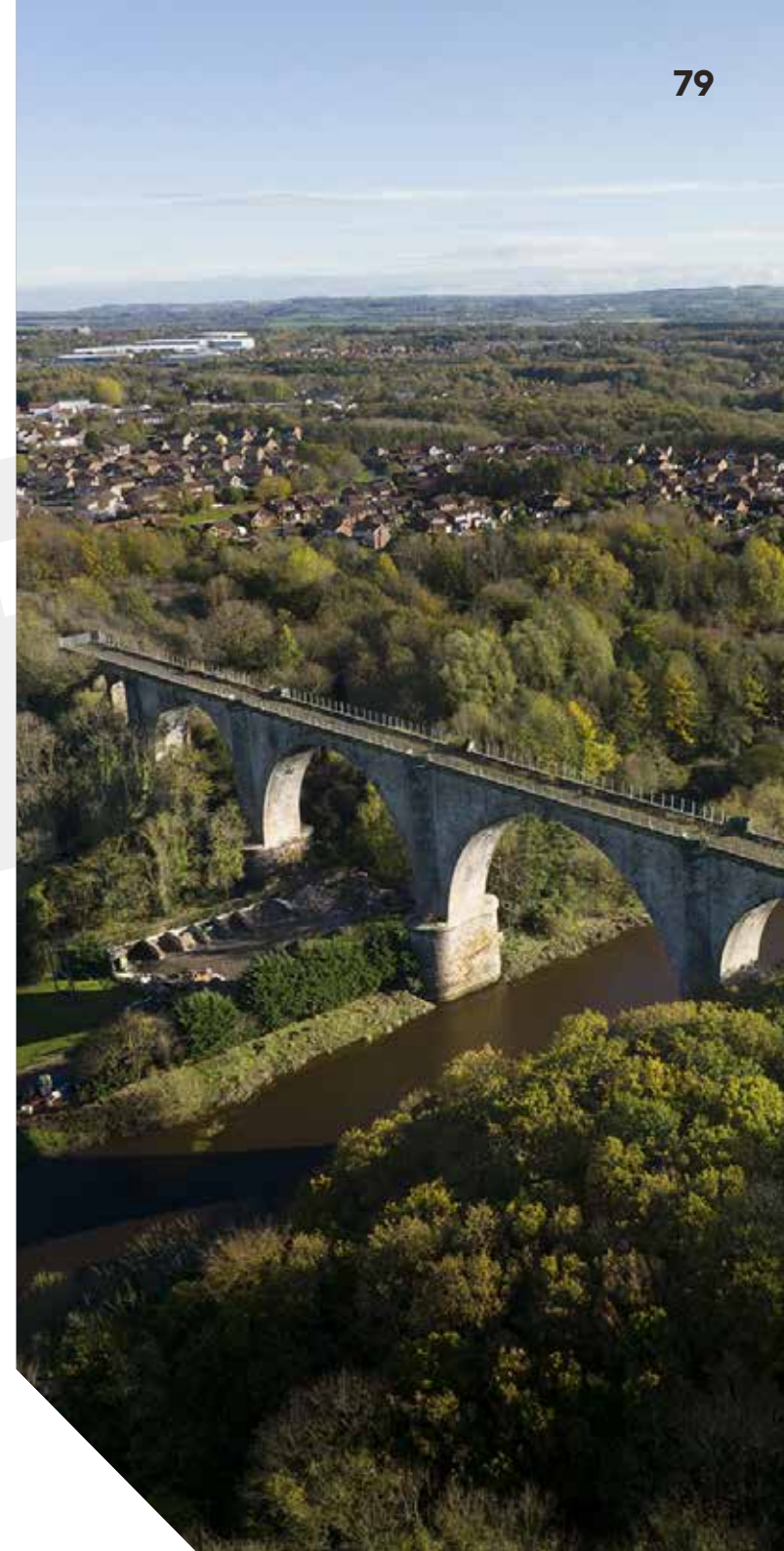
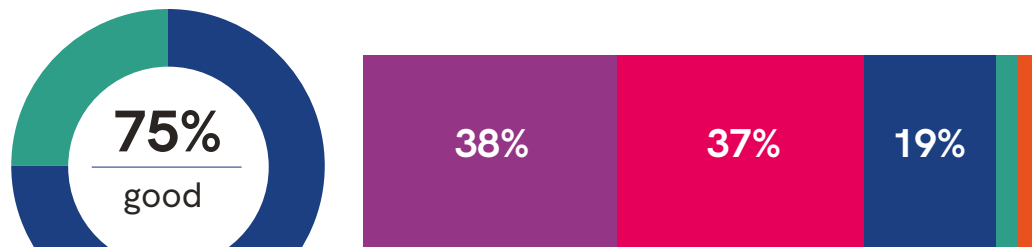
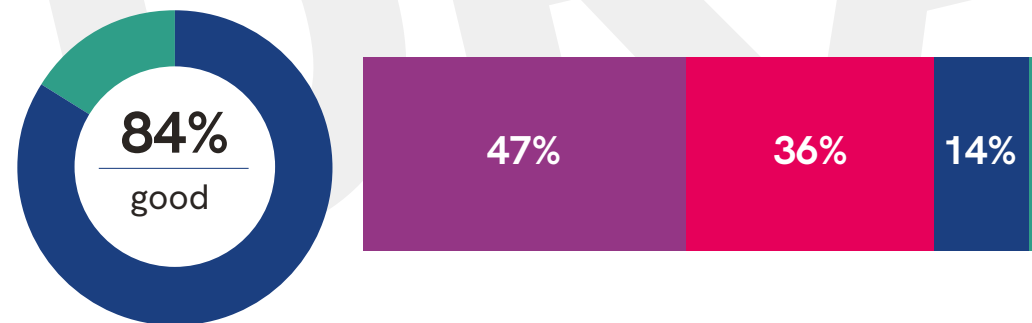


Figure 22 – Transport Focus Bus Survey (2023) showing the female response to the questions on personal safety on the bus and while waiting at the bus stop

### Personal safety at the bus stop



### Personal security on the bus

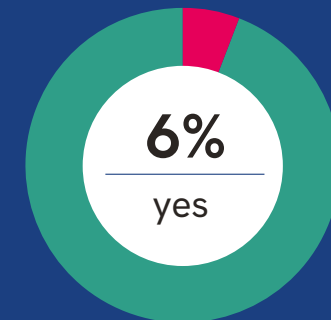


Very good Fairly good Neither good nor poor Fairly poor Very poor

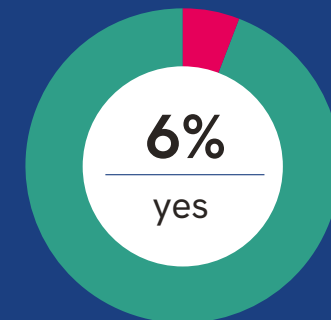
Year: 2023 North East CA area

### Passenger behaviour caused concern:

At the bus stop

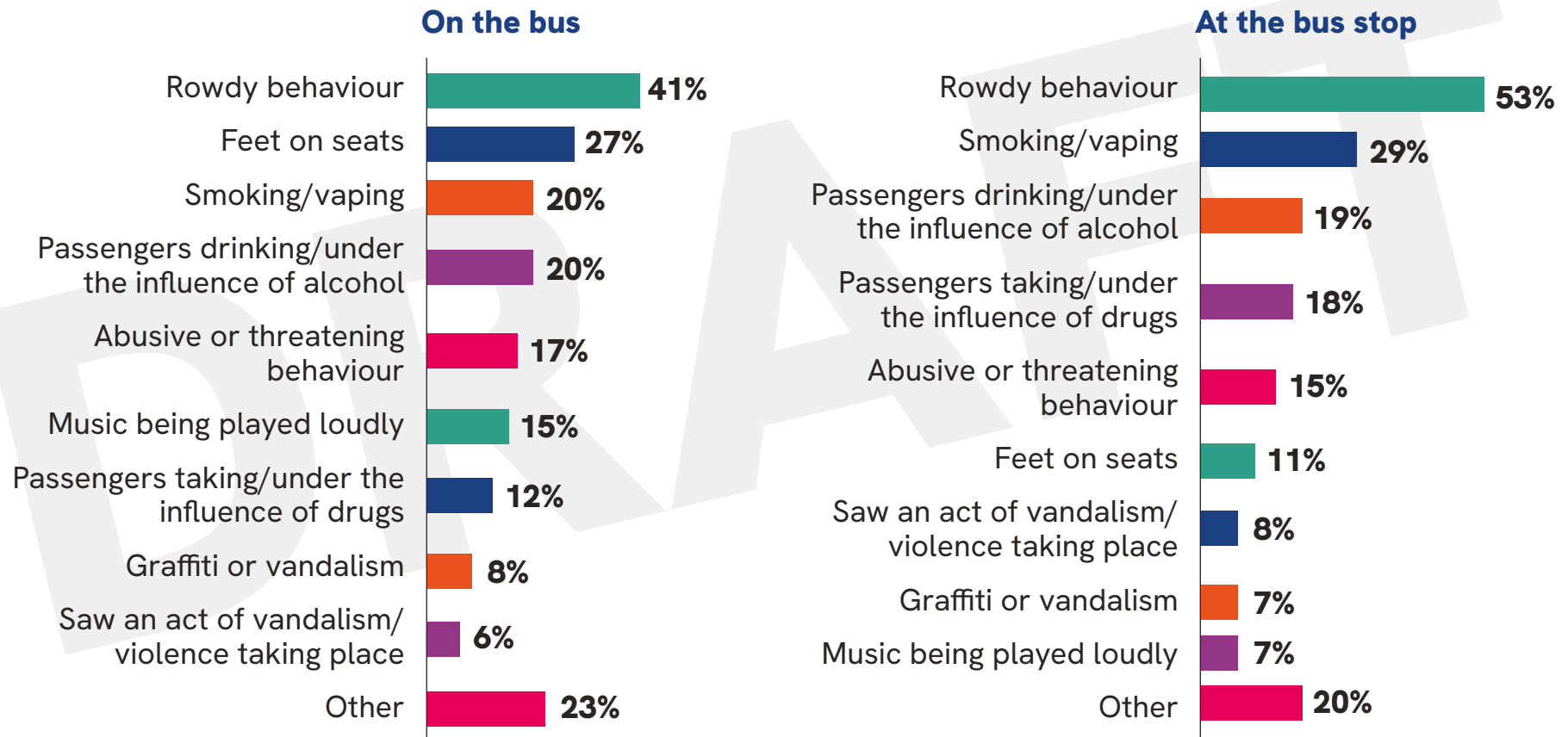


On the bus





### Cause for concern (among those with concerns)



Out of the 32 railway stations in the North East CA area, 10 have only partial CCTV coverage and 4 rail stations have no coverage at all:

**Table 5 – 14 of the 32 North East CA railway stations have no or only partial CCTV coverage**

North East CA area railway station	22-23 Patronage	CCTV coverage
Newcastle	8,402,922	Partial
Durham	2,446,734	Partial
Cramlington	133,834	Partial
Seaham	110,570	Partial
Haltwhistle	77,010	Partial
Shildon	56,968	Partial
Stocksfield	38,864	Partial
Haydon Bridge	38,830	Partial
Riding Mill	24,162	Partial
Bardon Mill	8,270	Partial
Widdrington	2,492	None
Pegswood	1,612	None
Chathill	1,348	None
Acklington	434	None

Actual or perceived inadequate lighting, especially on walking routes to and from stations has created additional safety concerns. Lighting on station access routes is generally good, but there are quite a few exceptions. For example, other stations and platforms such as the eastbound platform at Blaydon are only accessible through long, unlit routes.

The combination of poor lighting on routes to and from rail stations along with no CCTV coverage are particular concerning at stations with low patronage, with services running late into the evening.

Poorly lit areas, blind corners and areas obscured by vegetation could create the perception that some routes are unsafe and needs to be addressed.

Street clutter is also a safety issue creating barriers to travel. This is defined as poorly placed or redundant objects on pavements that negatively affect pedestrians or other pavement users. Examples include advertising boards, unnecessary signage, maintenance work, inappropriate cycle and e-scooter hire parking and pavements blocked by cars. The growing issue of street clutter is a particular safety issue for visually impaired people, those using mobility aids to move around and those with pushchairs.

Safety concerns also relate to connectivity issues such as no mobile phone coverage in parts of the region. This could potentially hinder peoples' ability to report incidents in real-time, further affecting people's sense of safety and security.

Whilst people benefit from 4G and 5G connectivity through their phone contracts on much of the region's transport network, there are 'no spot' areas where mobile signal is weaker, including tunnels, rural and coastal areas. Currently only EE mobile network customers have 4G coverage on the Metro at underground stations and tunnels.

12% of Northumberland and 5% of Durham have no mobile coverage at all. These connectivity issues and 'no spot' areas could also affect actual and perceived safety.



There are also gender differences in perceptions of active travel. The 2021 public attitudes to active travel study found that only 25% of females who cycle were willing to cycle on North East roads, compared to 40% of males who cycle. Women stated that safety concerns were the top barrier, particularly the lack of segregated cycle lanes and the perceived high volume and speed of other traffic on roads.



“There’d have to be a direct bike lane from where I was going to my office for me to be able to feel confident to do it – without any parts where there wasn’t a bike lane, as then I’d be uncomfortable.” Female, 35-39 (North East Underrepresented Group in Cycling Market Research, 2022)

Pedestrians, cyclists, and powered two-wheeler users are among the most vulnerable road users, with higher casualty rates per mile travelled. The 2022 Transport Analysis Data Unit (TADU) statistics showed an increase in

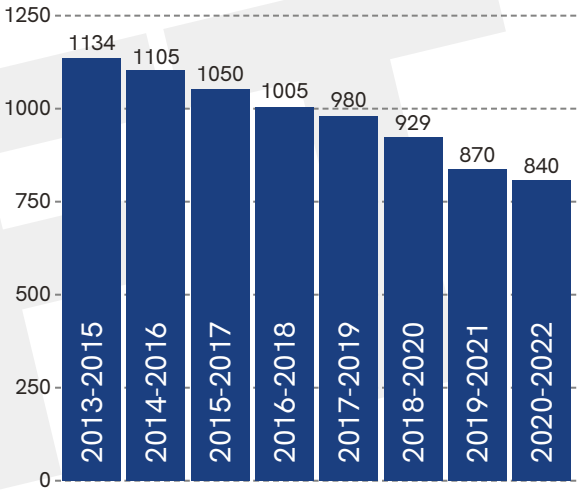
injuries and fatalities among these groups, highlighting the need for further road safety measures.

**Figure 23 – North East road safety 2022 – vulnerable road users**

- **Pedestrians** – large increase in all severities of injury from 2021 to 2022.
- **Pedal cyclists** – increase in fatalities from 2021.
- **Motorcyclists** – double the number of fatalities in 2022 than 2021 and increase in killed or seriously injured (KSI) from 2021.
- **Children** – 3 fatalities in 2022, up from zero in 2021, and increase in total injuries from 2021.
- **Young people** – more than double the number of fatalities in 2022 than 2021 and increase in the number of killed or seriously injured (KSI) from 2021.
- **Horse riders** – no fatalities in either year but rise in total casualties from 2 in 2021 to 7 in 2022.

Figure 24 outlines the number of active travel casualty figures between 2013 and 2022. Although there has been a steady decline in the figures over the years, any road death is not acceptable.

**Figure 24 – North East Active Travel Casualty figures 2013 – 2022**



**Broader service quality challenges – punctuality and reliability of public transport**

Punctuality, cleanliness, and safety are fundamental hallmarks of a high-quality transport network. These factors influence passengers’ perception of transport, particularly public transport.

Customer satisfaction levels of public transport have been declining in our region across the network. Based on data from Transport Focus, 80% of people using bus in the North East were satisfied with their journey in 2023. This was a substantial reduction from satisfaction levels in 2019 although different methodologies were used. The decrease may be explained by service issues such as unreliability and poor punctuality associated with a national bus driver shortage. It may also have been affected by a long-term reduction in bus routes across our region. In 2023, there were 52.1 million miles operated in the North East – a 30% reduction compared to 2010.

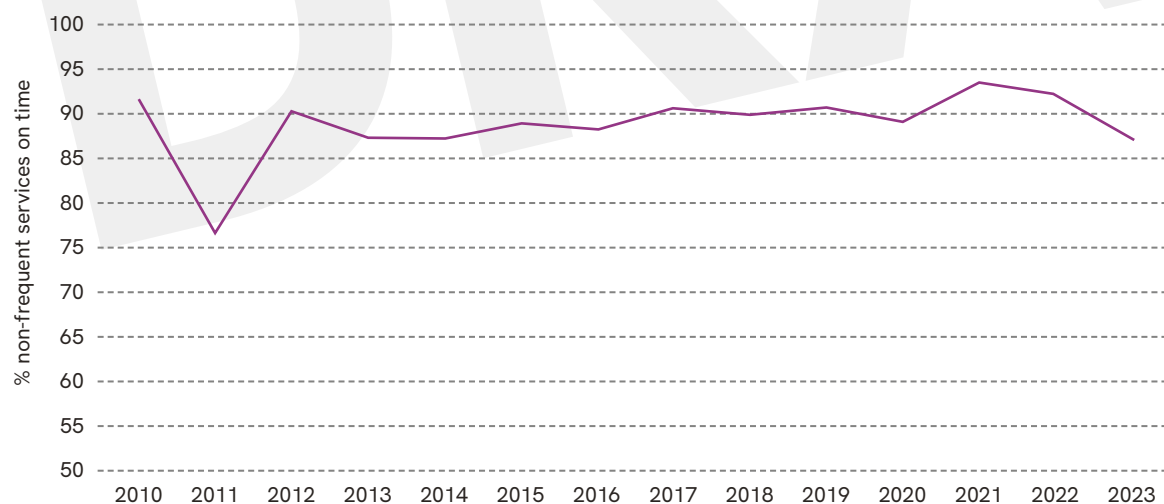
National research from Transport Focus has found that, for rail and bus users, punctuality and reliability are the most important factors contributing to passengers' overall satisfaction levels and can also act as a barrier to using public transport. Data from a 2019 Nexus Insight Panel survey found that the second biggest barrier to bus travel in Tyne and Wear, coming after 'buses take too long' (46%), was that 'buses are unreliable' (37%).



"Better reliability. I use my car when I have to be somewhere by a particular time because I can never be sure that the bus will come on time, or at all."

**Big Bus Conversation 2023**

**Figure 25 – North East historic bus punctuality (Department for Transport)**





Metro is currently going through a highly challenging operational period in which service performance is being impacted by ageing trains, as well as the transition towards the new fleet. Just 61% of Metro services arrived on time in the four weeks to 9 December 2023, a record low although the situation has since improved with a figure of 79% reported from 7 January to 3 February 2024. This low punctuality of services can negatively impact onward journeys as it makes it more difficult for customers to arrive on time to connect to other public transport services. This may negatively impact customer confidence in using public transport.

The introduction of the new Tyne and Wear Metro fleet during 2024/25 will mark a new era for our region, improving the reliability of services and the level of comfort for customers.

#### **Service quality challenges – perceptions of cleanliness**

Perceptions of cleanliness was also an issue that has been raised relating to some elements of our transport network. When conducting engagement and research with members of the public during the development of the region's Bus Service Improvement Plan (BSIP), a word often associated with buses was "dirty".

For Metro, cleanliness often scores highly. This could be due to comprehensive cleaning regimes that are in place at stations and on trains.

The perceived or actual unreliability of some public electric vehicle chargepoints has been raised as a concern for many current EV drivers. Older charging infrastructure can suffer from maintenance issues and occasional technical glitches. This has led to instances where drivers encounter unavailable or malfunctioning chargepoints, hindering their journey plans and causing frustration.



"The thing that is most frustrating about using an electric car is that hardly any rapid chargers in the region actually work. The network isn't reliable enough to drive somewhere without having at least enough battery left to get back home."

**North East EV Charging Behaviour study (2020)**

Evidence outlined in this section (6.5) suggests that safety, especially of women and girls, and other improvements in service quality are needed relating to the region's transport network.

### **6.6 Connections between different transport types**

Despite steps forward to improve connections between different transport types, a major barrier to enabling people and goods to travel more sustainably is a lack of integration across the transport network. This following section outlines the current situation, highlighting recent progress as well as setting out existing shortcomings and challenges.

#### **Current situation**

Active travel is one of the most common methods for passengers to get to and from public transport stops and interchanges. For example, every bus journey generally starts and ends with an element of active travel. As well as this, 31.5% of homes in Tyne and Wear are within walking distance (defined as 800 metres) of a Metro station.

Cycle storage at public transport stations and interchanges has also improved. There are approximately 900 cycle parking spaces across the Metro network. These are made up of around 800 spaces via cycle racks/stands

and over 100 secure, Pop card operated, cycle lockers. All stations apart from Airport have secure bike storage at or close to the station and/or are near bus stops allowing for onward journeys via other sustainable transport types.



There are also some active travel measures in place across our region which benefit bus users. For example, six Go North East routes currently have the capacity to carry two unfolded bikes. The same operator also now provides bike racks on some of its longer distance and express route services which connect our region beyond our boundaries, permitting up to two bikes to be carried securely on board.

The Tyne and Wear Metro system, which opened in 1980, was designed and constructed as the central feature of a fully integrated public transport system. The network includes the Shields Ferry which operates between North and South Shields.

The North Shields landing is currently a ten-minute walk from the Metro station and bus interchange. A financially supported bus service connects people to the town centre, with free journeys with any valid Ferry ticket. In South Shields, the Ferry landing is a five-minute walk from the transport interchange and the Ferry also connects passengers with several active travel routes to allow customers to make onward journeys by walking, wheeling, or cycling.

Three major interchange locations with bus and national rail were built at the core of the Metro network to make transition from Metro trains to other types of transport simple. There are also 13 bus and Metro interchanges on the rest of the network, further simplifying the transition between different types of transport. These include new bus specific interchanges at South Shields and North Shields Interchange which were opened in 2019 and 2023 respectively.

The geographic size of our region means that key centres are linked by national rail, including 'intercity' long distance trains. These services coexist alongside well used bus services because buses serve more local places along the way, and more 'first and last mile' origins and destinations.

Our region has park and ride sites at 30 Metro stations, 4 bus sites and 19 regional railway stations, totalling 4,300 spaces. These sites enable drivers to make part of their journey

by public transport. However, these assets are currently underutilised and in 2022 between 07:00 and 19:00 the average occupancy at 11 of these sites was only 14%.

Taxis, including private hire vehicles (PHVs), currently play a vital role in supporting transport provision. They can fill in gaps in the transport network where other options aren't feasible, enabling people with restricted mobility or a disability a door-to-door service. We have just over 8,000 licensed Hackney Carriages and PHVs in our region, with each of our seven councils having its own taxi policies that suit local needs. The key role that taxis play within an integrated network is partly about the gaps that they plug that would not be covered by public transport, but also where they feed into the wider network. For example, in more rural and coastal locations, taxis can provide the connection that allows people to reach local rail or bus services. Within our region, car clubs also play an active role in enabling people to make a journey by car without owning their own vehicle. Car club vehicles currently exist in a range of areas including some rural communities, inner city locations where parking is restricted, and near railway stations and public transport stations. This helps to connect people to public transport services and can reduce the need to own a car.

Demand responsive transport (DRT) is a form of shared transport for groups and individuals which alters its route based on demand rather

than following a fixed route or timetable, these services are most often run via buses or other smaller vehicles. DRT services complement fixed route public transport services and improve mobility in low-density areas and at low demand times of day. Integrated on demand public transport can also be used to feed into the wider public transport network at “hub” points – major bus stops and stations, Metro, rail stations and interchanges.

There are a limited number of DRT solutions across our region. In County Durham there are Link2Work and Link2 DRT services. In West Northumberland there is Dial a Ride. Beyond these, DRT options are minimal, which is a further barrier to those in isolated rural and coastal communities and can contribute to transport related social exclusion.

#### **Connections between different transport types – challenges**

**Bus deregulation in the 1980s ended the existing fully integrated system and some bus services now compete with Metro or other bus services.**

This creates unnecessary duplication with multiple bus operators serving the same route. This can have disadvantages for passengers as ticketing and timetables aren’t coordinated between operators, it can also mean resources aren’t spread efficiently throughout the region.

Competition rather than collaboration means there is also limited ability to join-up bus and local rail services.



“It’s not very good, the bus service, around here at all. It is reliable, but say I wanted to go further afield, you’re talking 2 or 3 buses to get to your destination. That’s where the car would come in.”

**Making the Right Travel Choice – Market Research, Primary Research with Residents April 2022**

**(Rural North East Resident, Live in village/countryside)**



“Connecting transport such as bus and Metro are unreliable and can cause me to miss my train”.

**North East Travel Survey 2023**



“I would use the bus more if buses were on time and punctual, and integrated into the rail network, so changes between buses, or bus and train, doesn’t mean hanging about for ages”.

**Moving Buses Forward, 2024**

78% of respondents to the Big Bus Survey 2023 said better integration between different types of transport would help them use the bus more.

Public transport integration with local rail services is currently limited to Northern train services between Sunderland and Blaydon as well as the Northumberland line. Other common journeys are not integrated, such as East Coast Main Line (ECML) services between Durham, Newcastle, Morpeth, and Berwick, as well as Northern services between Hexham and Newcastle.

Bus based Park and Ride throughout the rest of the region is limited with significant room for improvement. There is a dedicated Park and Ride site provided within Great Park on the outskirts of Newcastle, but demand is relatively low. There is also Park and Ride in Durham City Centre to help alleviate traffic congestion in the city centre.

There are also car parks provided at some of the main bus/Metro interchanges which primarily serve Metro based Park and Ride. A temporary Park and Ride route has also been established between the Metrocentre and Newcastle/Gateshead to relieve congestion during the Tyne Bridge works, but this is time limited.



**“Central planning and integration with other forms of public transport seems to be the way forward, with multimodal contactless ticketing for all types of transport.”**

**Big Bus Conversation 2023**

Transport services are currently painted in a wide array of different colours. The three main bus operators (Go North East, Arriva, and Stagecoach) and the small independent operators each have their own corporate identity. Route based branding is also heavily used by Go North East (GNE) on their core routes. Rail operators also have strong corporate identities.

Our bus operators, along with Nexus, the North East local authorities, Traveline and Network One have strong individual brand identities. Although these brands are strong with good customer recognition, the lack of a unified identity potentially adds complexity from a user perspective.

Branding across different types of transport is applied to all infrastructure and on-street information throughout Tyne and Wear, with similar branding used for timetables displayed in Northumberland. For example, the Calvert font for Metro has become the iconic core of the modern Metro brand.

Durham County Council branding is applied to their infrastructure, on-street information, and a small in-house fleet of directly operated buses. Coach stations in the region are mostly owned by coach operators and have distinct branding.

Network One branding is applied to multi-operator tickets. Marketing and advertising for the recent BSIP funded multi-operator tickets has focused on specific ticketing products with the North East CA logo featuring for funding purposes.

Each transport operator currently promotes their own services and fares. There has been some integrated promotion for Network One and BSIP ticketing. However, there is currently no cohesive whole network marketing effort, although introducing this has previously been considered by the Enhanced Partnership.

The following table provides a summary of the challenges our network faces for each of the five focus areas.



Table 6 – Summary of our key transport challenges.

Focus area	Key challenges
<b>Planning journeys, informing users, and supporting customers.</b>	<ul style="list-style-type: none"> <li>▪ Lots of available information but no single source that brings all this together.</li> <li>▪ Variable quality and availability of wayfinding information across the network.</li> </ul>
<b>Ticketing and fares.</b>	<ul style="list-style-type: none"> <li>▪ Several types of tickets for different operators and types of transport.</li> <li>▪ Only a few integrated tickets are available.</li> <li>▪ Lack of widespread smart ticketing with fare capping.</li> </ul>
<b>Reach and resilience of infrastructure.</b>	<ul style="list-style-type: none"> <li>▪ Despite having areas with infrastructure to support integrated journeys there are still significant gaps.</li> <li>▪ Some types of sustainable transport don't reach all communities, particularly our remote rural areas.</li> <li>▪ There are several areas where resilience issues are creating limitations and hindering the current network.</li> </ul>
<b>Safety, especially of women and girls, and other improvements in service quality.</b>	<ul style="list-style-type: none"> <li>▪ Perceptions of public transport service quality tend to be quite low.</li> <li>▪ There are actual and perceived safety concerns that also need to be addressed to increase confidence.</li> <li>▪ Transport options don't always match up to people's lifestyles, for example the need to travel early morning, late evening, and weekends.</li> </ul>
<b>Connections between different transport types.</b>	<ul style="list-style-type: none"> <li>▪ In some areas there is a lack of supporting infrastructure to facilitate journeys using multiple types of transport.</li> <li>▪ Timetables and service patterns often don't match up which can make it difficult to use multiple types of transport for a journey.</li> <li>▪ Strong individual brand identities with good customer recognition, but the lack of a unified identity potentially adds complexity from a user perspective.</li> </ul>



For more detailed information on the current challenges relating to each transport type can be found in the region's transport policy and strategy suite as set out in section 2.8.

### Key insights from this section:

- We have provided an outline of our current transport network, where the strong points are, and where challenges exist.
- The North East has made some progress in recent years in enhancing the integration our transport network.
- However, much more needs to be done to create a single, integrated transport network which enables people to make greener journeys.

## 7. Measures of success/key performance indicators

### This section will:

- Set out our Key Performance Indicators (KPIs) where we can measure progress towards meeting the North East CA's missions and our strategic themes for transport.
- Explain how we will monitor progress towards meeting these KPIs and identify how successful the interventions we set out in this LTP have been.

### 7.1 Measuring our success

To understand whether our proposals are successful in delivering the North East CA's missions, there is a need to effectively measure progress.

To do this, several measures of performance, or Key Performance Indicators (KPIs), have been identified to capture progress.

Transport is an enabler to meeting all five of the North East CA's missions.

This LTP has unpacked the North East CA's five missions and identified three cross-cutting strategic themes for transport:

- A healthier North East
- A better environment
- A more inclusive economy

Using these three strategic themes will help North East CA to deliver an integrated transport network which will ensure the North East CA's missions are achieved.

Furthermore, the selected KPIs compliment the North East CA other transport policies. A table containing the Transport Plan KPIs can be found in section 7.2.







## 7.2 Key Performance Indicators (KPIs)



Table 7 – Key Performance Indicators

KPI	Strategic themes for transport aligned to	Baseline statistic (Source)	Insight	Aim (direction of travel)
<b>Sustainable travel</b> Percentage of journeys made by walking, wheeling, cycling, and public transport as a percentage of total journeys in our region.	More inclusive economy Healthier North East Better environment	In 2022 approximately 40% of journeys in the North East were made using sustainable travel. <i>(National Travel Survey)</i>	Through creating a user friendly, integrated transport network we will encourage more people to use sustainable modes of travel. This in turn will lead to a reduction in harmful emissions and the uptake in more sustainable travel, benefitting both the environment and the health of our people.	 <b>Increase</b> the percentage of journeys made by walking, wheeling, cycling, and public transport as a percentage of total journeys in our region.
<b>Public transport accessibility</b> Percentage of households that have access to a hospital, GP, secondary education, a town centre and 10,000 jobs within 45 minutes using public transport.	More inclusive economy Healthier North East Better environment	Approximately 63% of households have access to a hospital, GP, secondary education, a town centre and 10,000 jobs within 45 minutes using public transport.	Through the creation of an integrated network, we will improve public transport accessibility levels. This will increase access to employment and educational opportunities, enhancing the economic inclusivity of our region, whilst generally reducing transport related social exclusion. Furthermore, this will provide greater options for sustainable travel, increasing the associated health and environmental benefits this brings.	 <b>Increase</b> the percentage of households that have access to a hospital, GP, secondary education, a town centre and 10,000 jobs within 45 minutes using public transport.



KPI	Strategic themes for transport aligned to	Baseline statistic (Source)	Insight	Aim (direction of travel)
<b>Climate action</b> Annual Carbon Dioxide (CO <sub>2</sub> ) emissions per capita created by transport	Healthier North East Better environment	In 2022 approximately 1.35 tonnes of CO <sub>2</sub> emissions per person was produced from transport. <i>(Department for Energy Security and Net Zero)</i>	Reducing our CO <sub>2</sub> emissions per capita remains a key priority as we strive towards a carbon neutral North East, addressing the current climate emergency we find ourselves in.	 <b>Decrease</b> the annual Co <sub>2</sub> emissions per capita created by transport.
<b>Air quality</b> Annual mean level of Nitrogen Dioxide (NO <sub>2</sub> ) and Particulate Matter 2.5 (PM <sub>2.5</sub> )	Healthier North East Better environment	In 2022 Nitrogen Dioxide (NO <sub>2</sub> ) levels at selected sites across the region was approximately 26.8 micrograms per cubic metre. Particulate Matter 2.5 (PM <sub>2.5</sub> ) at selected sites across the region was approximately 7.4 micrograms per cubic metre.  <i>(Automatic Urban and Rural monitoring network and locally managed automatic monitoring sites)</i>	By making it easier to use sustainable forms of transport with an improved, integrated network, we will improve air quality in our region. This will lead to a better environment and improvements in our people's health, reducing demand on health services.	 <b>Decrease</b> the annual mean levels of both PM <sub>2.5</sub> and NO <sub>2</sub>

KPI	Strategic themes for transport aligned to	Baseline statistic (Source)	Insight	Aim (direction of travel)
<b>Network performance</b>				
Percentage of road vehicles using key route network (KRN) travelling above congestion speed.	More inclusive economy Healthier North East Better environment	In 2022 6% of all vehicles across the key route network were recorded travelling below 50% of the free flow speed. <i>(Inrix traffic data)</i>	By improving the performance of our network and peak speeds for those who have no other choice but to use roads, we will minimise congestion, reducing both traffic emissions and journey times. In turn, this will improve our regional economy, whilst also creating a healthier North East and better environment for our residents.	 <b>Decrease</b> the percentage of vehicles using the KRN travelling at less than 50% of free flow speed.
<b>Road safety</b>				
Roads should be made safer, with a specific focus on improving safety for the most vulnerable users to significantly reduce the number of people killed or seriously injured on our roads.	More inclusive economy Healthier North East Better environment	Between 2020 and 2022 there were on average 642 individuals killed or seriously injured annually amongst all North East road users. <i>(TADU killed or seriously injured 3 year rolling average)</i>	By significantly reducing the number of people killed or seriously injured on our roads we will encourage people to increasingly use more sustainable forms of travel, improving our environment and the health of our people, and consequently reducing the economic burden on our healthcare system.	 <b>Significantly decrease</b> the number of people killed or seriously injured amongst North East road users.

KPI	Strategic themes for transport aligned to	Baseline statistic (Source)	Insight	Aim (direction of travel)
<b>Road safety</b> Roads should be made safer, with a specific focus on the most vulnerable users to significantly reduce the number of slight casualties and address safety concerns.	More inclusive economy Healthier North East Better environment	Between 2020 and 2022 there were on average 2,288 slight injuries annually amongst all North East Road users. <i>(TADU slightly injured 3 year rolling average)</i>	Again, through significantly reducing those slightly injured and improving safety concerns we will encourage people to use more sustainable forms of transport, making the road network safer for those that need to use it.	 <b>Significantly decrease</b> the number of slight casualties amongst North East road users.
<b>Uptake in ZEVs</b> Percentage of all licensed vehicles in our region (excluding HGVs) that are ZEV.	Healthier North East Better environment	At the end of 2022 approximately 0.9% of all licensed vehicles (excluding HGVs) were ZEV. <i>(Department for Transport &amp; Driver, Vehicle and Licensing Agency)</i>	By increasing the proportion of the vehicle fleet in our region made up of ZEVs we will reduce harmful pollutants associated with traditional combustion engines for journeys that need to be made by car and other vehicles (excluding HGVs).	 <b>Increase</b> the proportion of licensed vehicles (excluding HGVs) that are ZEVs.

### 7.3. Monitoring

Monitoring and evaluating our performance against our KPIs effectively will be crucial to understanding if we are on track to successfully delivering this Local Transport Plan. Critically, it will also help us to understand where things may not be going as well as planned. This monitoring and evaluation will take place on a yearly basis and be publicly accessible via our website. This provides a level of accountability, informs whether our strategies and policies are working, and highlights if our KPIs are moving in the desired direction.

By reporting on a yearly basis, it allows us to incorporate annually published datasets, whilst also mitigating against variables that could influence smaller intervals. We will monitor our KPIs by continuing to collaborate and effectively share data with both regional and national organisations.

These include but are not limited to:

- Nexus
- The Transport Analysis Data Unit (TADU)
- Our two Urban Traffic Management Control Centres (UTMCs)
- Transport for the North
- Central Government Sources:
  - Department for Transport
  - Department for Energy Security and Net Zero
- The Office of National Statistics
- UK Health Security Agency
- Office for Health Improvement and Disparities
- Government Office for Science
- Public Transport Operators

It is expected that there will be additional opportunities for primary data collection in relation to these KPIs in the future, enhancing our understanding of our progress.

Due to the infancy of the North East CA, any implementation of specific targets for KPIs is likely to become quickly outdated as our region realises its potential as a combined authority. Therefore, it has initially been decided to move forward with directional targets, with the intention to review and potentially introduce more specific targets in the future.

#### Key insights from this section:

- To understand how successful our proposals have been we have developed 10 Key Performance Indicators that interface with the North East CA's missions, and strategic themes for transport.
- We will monitor and evaluate progress towards meeting these KPIs and report on this on a yearly basis.



# Appendix 1 List of National, Regional and Local Policies and Strategy

The following sets out an exhaustive list of national, regional, and local policies, strategies and plans that have been taken into account in the development of the North East Local Transport Plan (LTP).

## National

The following national transport policies and strategies were considered when developing the draft Local Transport Plan:

- Bus Back Better (DfT, 2021)
- Electric Vehicle (EV) Infrastructure Strategy (DfT, 2022)
- Future of Freight Plan (DfT, 2022)
- Future of Mobility: Urban Strategy (DfT, 2019)
- Future of Transport: Rural Strategy
- Gear Change (DfT, 2020)
- Levelling Up the United Kingdom (The former Department for Levelling Up, Housing and Communities, 2022)
- Manual for Streets 1 and 2 (DfT / CIHT, 2007 / 2010) (MfS) & forthcoming MfS3 2024
- National Infrastructure Strategy (HM Treasury, 2020)
- Network Management Duty
- Network North (2023)
- Noise Action Plans
- Plan for Drivers (DfT, 2023)

- School Travel Strategy
- Transport Asset Management Plan
- Transport Decarbonisation Plan (DfT, 2021)
- Williams-Shapps Plan for Rail (DfT, 2021)
- UK Government's five strategic transport priorities (July 2024)

The following wider national economic, environmental, social, and spatial plans, policies and strategies were also considered:

- Build Back Better (HM Treasury, 2021)
- Children and Young Peoples Plans (CYPP)
- Clean Air Strategy (DEFRA, 2019)
- English Devolution White Paper (Department for Housing, Communities and Local Government, 2024)
- Green Infrastructure Framework (Natural England)
- Levelling Up White Paper (The former Department for Levelling Up, Housing and Communities, 2022)
- National Park Management Plans and AONB Management Plans
- National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2012)
- UK's Digital Strategy (Department for Digital, Culture, Media & Sport, 2022)

- UK Hydrogen Strategy, (The former Department for Business, Energy, & Industrial Strategy, 2021)
- UK Government's Plan for Change and five national missions (2024):
  - Kickstart economic growth.
  - Build an NHS fit for the future.
  - Safer streets.
  - Break down the barriers to opportunity.
  - Make Britain a clean energy superpower.

## Regional

The following regional plans, policies and strategies were considered when developing the draft Local Transport Plan:

### Pan-regional (Northern England)

- Transport for the North (TfN) Strategic Transport Plan 2 (2024)
- TfN Decarbonisation Strategy and subsequent action plan (2021)
- TfN Freight & Logistics Strategy and subsequent action plan (2022)
- TfN International Connectivity policy position statement (2023)
- TfN Rural Mobility policy position statement (2022)
- TfN Transport Related Social Exclusion in the North of England (2022)



### **The North East (North East CA Region)**

- The 2021 North East Transport Plan and its sub strategies and policies.
- The North East Devolution Deal (December 2022 and March 2024).
- North East CA Corporate Plan
- North East CA Local Growth Plan (LGP)
- Relevant policies and plans from other organisations that have come together through the North East CA:
  - Invest North East England (INEE)
  - The North East Local Enterprise Partnership (LEP)
  - North of Tyne Combined Authority (NTCA)
  - The former North East Combined Authority (NECA)
- The North East Combined Authority (North East CA) portfolios and workstreams:
  - Culture, Creative and Tourism (Durham County Council)
  - Rural and Environment (Northumberland County Council)
  - Economy (Newcastle City Council)
  - Skills, Education and Inclusion (South Tyneside Council)
  - Housing and Land (North Tyneside Council)
  - Transport (Gateshead Council)
  - Investment (Sunderland City Council)

- Rail policies and strategies from neighbouring authorities outside of the North East LA7 area but part of the North East Rail Management Unit (NERMU) geography (relevant to rail partnerships work).
- Newcastle Airport – forthcoming Surface Access Strategy (2025)
- Destination North East England – North East Visitor Accommodation Study (2024)

#### **North East Devolution-driven workstreams**

The LTP will also act as an enabler to the following devolution driven workstreams:

- Agreement of a Key Route Network.
- Development of a City Region Sustainable Transport Settlement (CRSTS) Business Case including highways asset maintenance plan.
- Bus reform – the development of bus service delivery options available to the Mayor and Cabinet.
- Development and deliver smart integrated ticketing through CRSTS.
- Delivery of a capital programme using CRSTS.
- Partnerships with Great British Railways, National Highways, Active Travel England and Transport for the North (TfN).
- Development of a strategic infrastructure plan.

- Potential for Bus Service Operators Grant (BSOG) to be devolved to North East CA.
- Delivery of a programme of initiatives to help people to make the right travel choice.
- Active travel workstreams such as:
  - The potential for the appointment of an active travel commissioner
  - Creating a regional active travel network by binding Local Cycling and Walking Investment Plans (LCWIPs)
  - Moving forward with a regional bike hire scheme.
  - Creation of Institute of Future Mobility.

#### **Local**

The transport strategies and policies of Nexus as outlined below should also be aligned to this Local Transport Plan.

#### **Nexus (Tyne and Wear Passenger Transport Executive) Strategy suite**

- Customer Experience Strategy (2021)
- Customer Information Strategy (2020)
- Accessing the Public Transport Network Strategy (2020)
- Ferry Strategy (2023)
- Environment and Sustainability Strategy (2022)
- Shields Ferry Economic Value Final Report (2022)
- Market Research Strategy (2023)

- Economic value of the metro and local rail to the North East (2019)
- Social value of the Tyne and Wear Metro (2023)
- Personal safety and security (refresh underway)
- Tyne and Wear Metro strategy (refresh underway)
- Tyne and Wear Bus strategy (refresh underway)

The LTP also interfaces with local authority Rights of Way Improvement Plans (ROWIPs) and Local Cycling and Walking Infrastructure Plans (LCWIPs).

**Kim McGuinness**  
North East  
Mayor



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# Summary Document: Delivering Green Transport

**Kim McGuinness**  
North East  
Mayor

**NE** North East  
Combined  
Authority







## Foreword

**The North East is on a mission to be known as the home of real opportunity, and this transport plan represents our path to a better region.**

In this plan I set out a vision for a reliable, accessible and green public transport system that works for all.

From a new railway line in Durham to electric vehicle charging points in Northumberland and an extended Tyne and Wear Metro, this plan is our region coming together to deliver real change.

We're ambitious and we're moving fast. The first three years of this plan will see more than £800m invested in major regional infrastructure and local authority transport projects.

We'll also take a new approach to public safety, making sure the transport system recognises that women and girls must feel safe if we are to have a truly accessible network.

We know also that years of austerity have hit our transport network hard, and as such we are prepared for further transport infrastructure challenges and the need to be flexible in our response.

The plan set out here will not create opportunity overnight, but in everything from bus reform to a new Metro fleet I am confident we are laying the foundations that create a new era of better, greener public transport.

**Kim McGuinness**  
North East Mayor

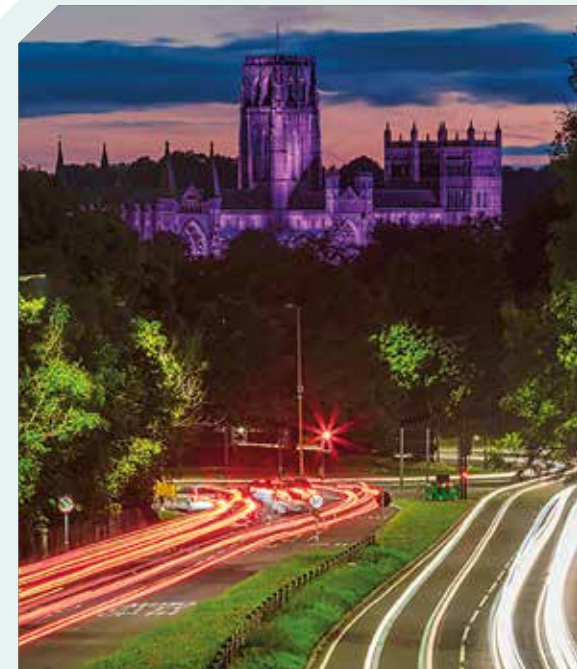
# North East Combined Authority missions

This North East Local Transport Plan (LTP) is supported by our five missions:



Our transport activities will contribute to the North East Combined Authority's role in improving our economy, skills, health, and environment.

Making journeys is good as it benefits our economy. However, greener journeys are even better as they also benefit our environment and health. We are confident that the following themes in this document will help us to achieve the Mayor's aim to deliver a green, integrated transport network that works for all, enabling more people and freight to make greener journeys. Achieving this aim will ultimately support the delivery of our five missions.







## Where we want to be

To help achieve the Mayor's aim we ultimately need to address the transport challenges currently being experienced in the region, ensuring better sustainable journeys and creating a network that acts as the yardstick on which all other networks are judged.

This involves creating a green, integrated transport network that works for all. This will make sustainable travel options more attractive and convenient, enabling more people and freight to make greener journeys.

This will help the region meet its challenges head on, providing sustainable, integrated links between communities, services, and opportunities, paving the way for growth and further inward investment.

The LTP sets out an ambitious set of service standards that we would expect to see in this improved network, to help tackle the transport challenges we're currently experiencing.

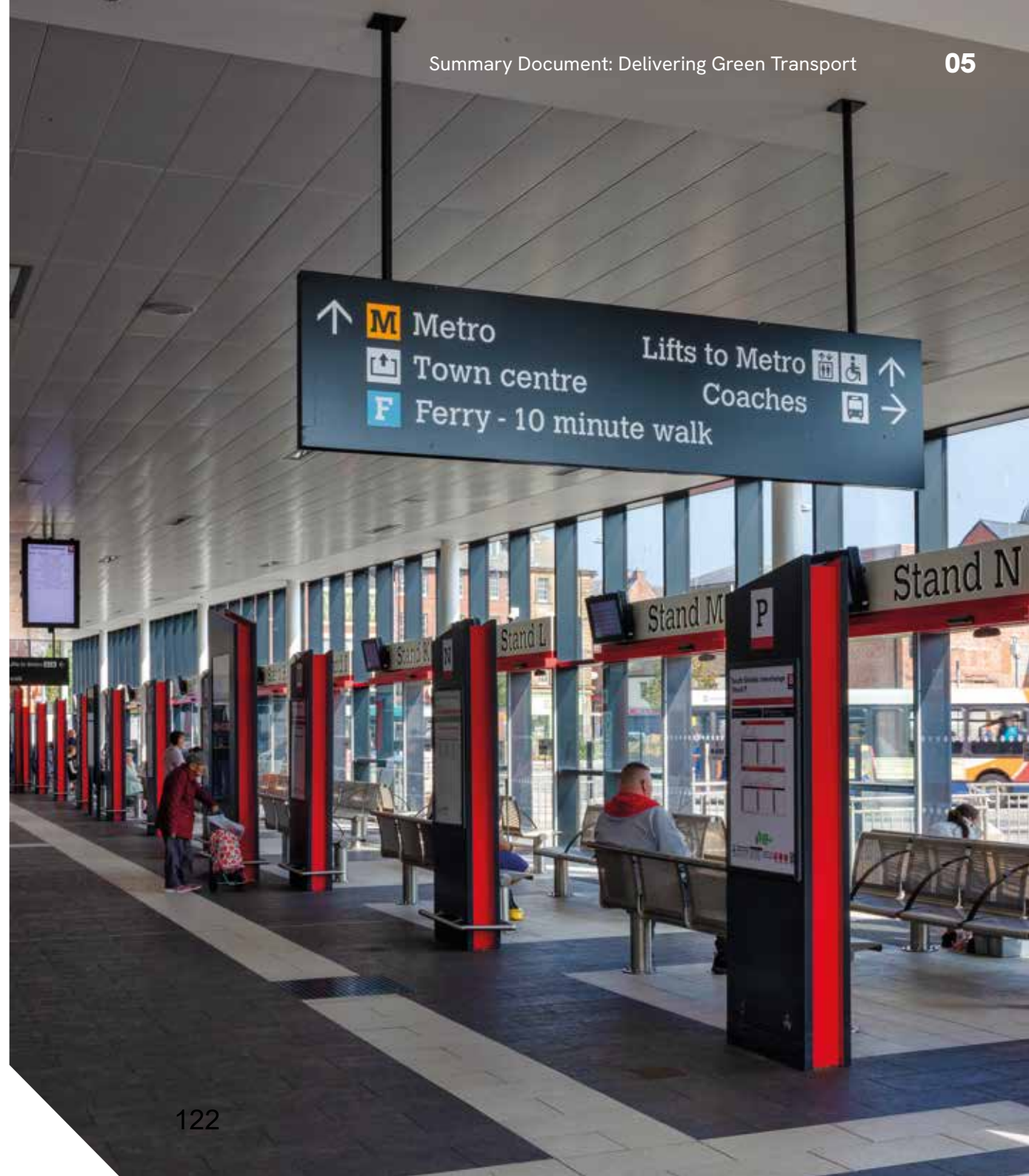


# 1 Planning journeys, informing users, and supporting customers:

- Information, help, or assistance should be easily available and accessible to everyone before, during, and after a journey.
- Live journey information should be accurate and consistent and should be presented in a way which is easily understandable and trusted by people.
- The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.

## This will help us tackle our current transport challenges:

- No single place that provides all transport information and customers have to use different websites or apps to find information.
- Wayfinding information on how people can make joined up journeys and/or switch transport type can be poor.







## 2 Ticketing and fares:

- Fares and tickets should be as simple, affordable, and as easy to use as possible.
- People should be able to travel across the region, and via different types of transport, without needing to buy multiple tickets.

### **This will help us tackle our current transport challenges:**

- There are several types of tickets available for different transport options and different operators.
- A limited range of tickets are available that allow travel across multiple types of transport or different operators.
- Smart ticketing is not always available.
- Not all travel is price capped which does not limit the amount customers spend on their daily travel.



## 3 Reach and resilience of infrastructure:

- The network should be able to deal with disruptions, accidents, and extreme weather more effectively. The region will pro-actively consider approaches to maintaining critical infrastructure which reduce whole-life costs and minimise disturbance to the region's network.
- The integrated network should extend to all areas of the region where it is needed, not just where is profitable, this is particularly important for our rural and coastal areas. There should also be strong transport connectivity beyond our boundaries for both people and freight.
- Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities.
- Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should

seamlessly link together with public transport for longer journeys.

- Resilience refers to the ability of our transport infrastructure to withstand and effectively deal with problems such as congestion, faults, and severe weather events and the network should be able to avoid disruption and mitigate against extreme weather and other events effectively.

### **This will help us tackle our current transport challenges:**

- There are still significant gaps in our transport network.
- Some types of sustainable transport don't reach all places, particularly our remote rural areas.
- There are several areas where resilience issues have a knock-on impact on passengers including disruption, delays and congestion.



## 4 Safety, especially of women and girls, and other improvements in service quality:

- People's safety should be central to the network, with a particular focus on the safety of women and girls and other vulnerable groups. Drivers and other front-line staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.
- Everyone should feel safe when waiting at interchanges, stations and bus stops, and when travelling on public transport. The specific safety needs of women and girls, and other vulnerable groups, will be taken into account when designing safety features on the network.
- People should be able to report concerns and have the confidence that these will be dealt with promptly.
- The customer experience should be transformed setting the highest service standards, where users can expect the provision of safe, reliable, clean, and efficient transport infrastructure. People should feel a sense of pride in the network and be keen to use it again.
- The North East should set the highest standards for a fleet of green public transport vehicles.
- Accessibility should be at the heart of the network and its services; it should be accessible for all people and ensure that those with disabilities are not excluded.
- The green, integrated network should bring new, safer bus stops.

### This will help us tackle our current transport challenges:

- Low perceptions of public transport service quality, particularly regarding their punctuality and reliability.
- Actual and perceived safety concerns that need to be addressed to increase confidence and ensure that everyone is safe whilst travelling on the network.
- Transport options do not always match up to people's lifestyles, for example the need to travel in the early morning, late evening, and on weekends.





# 5

## Connections between different transport types:

- Our region should no longer consider different forms of transport as separate networks and move to one integrated and highly interconnected network where people can make seamless door to door journeys.
- The integrated network should be based around making it easier to switch between different types of transport, including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.
- There should be well co-ordinated public transport timetables and services which allow for smoother journeys.

### This will help us tackle our current transport challenges:

- In some areas there is a lack of supporting infrastructure, such as bike storage, to help people make journeys using multiple types of transport.
- From a freight perspective, there is a lack of facilities that allow freight to be shifted from one type of transport to another.
- Timetables and service patterns often do not match up which can make it difficult to use multiple types of transport for a journey.

# Delivery plan

This section sets out a snapshot what we will build, introduce, and change by 2040 to deliver a green, integrated transport network that works for all.

The full list of schemes can be found in our Delivery Plan, along with details of what mechanisms we will use to deliver, fund, and finance these interventions.

The key commitments are outlined below, broken down into respective time periods:



## Improvements we will deliver by 2027\*

### We will deliver:

- **Expanding and improving our network** - infrastructure improvements including a new North Shields Ferry landing and a package of maintenance and renewals of the network.
- **Making transport safe for women and girls** - safety and security improvements on public transport including more Metro gatelines, safer stops and shelters and accessible information.
- **Starting the delivery of the largest electric vehicle charging network in the country** - expansion of the electric vehicle charging network with home based and key destination and station charging.
- **A joined-up walking and cycling network** - including, active travel hubs, bike parking at key stations and interchanges and the first phase of active travel network improvements.
- **Improving stations and connecting rail to public transport** - stations will be upgraded and integrated with the wider public transport and active travel network. The Pop card will be brought to local rail services, and we will investigate bringing stations into public ownership.
- **Setting the standards for green buses** - with new Zero Emission Buses rolled out.
- **Working towards a fully integrated public transport network** - including enhanced and supported fares, ticketing and information including account based and contactless ticketing on Metro.

### We will be actively developing:

- **Business cases for a new bike and e-bike network connecting Washington by Metro and the Leamside Line.**
- **Bus Reform;** and propositions for 2027 and beyond.

\* Subject to funding and powers





## Improvements we will deliver by 2032\*

### We will deliver:

- **Bus reform.**
- **Washington connected by Metro.**
- **Free travel for all under-18s.**
- **Expanding and improving our network** - the network will continue to be maintained including critical structures and the re-signalling and renewals of the Metro.
- **A joined-up walking and cycling network** - the next phase of active travel investment filling gaps in the network to create a cohesive joined up network.
- **Improved rail and road arteries we need to power our economy** - including continuing investment in network improvements to facilitate housing growth through local network schemes and working with National Highways to deliver upgrades to the A66, A1 dualling to Ellingham and Junction upgrades on the A19 at Moor Farm / Seaton Burn.

- **The delivery of a fully integrated public transport network** - a comprehensive customer experience approach to make it easy and safe to plan and make journeys, continuing to focus on safety for women and girls on public transport and a programme of public transport station improvements.
- **Setting the standards for green transport** - decarbonising our public transport network.

### We will be actively developing:

- **River crossing proposals.**
- Further **Metro and rail extensions including the Leamside Line.**
- **Propositions for 2032 and beyond.**

\* Subject to funding and powers

## Improvements we will deliver by 2040\*

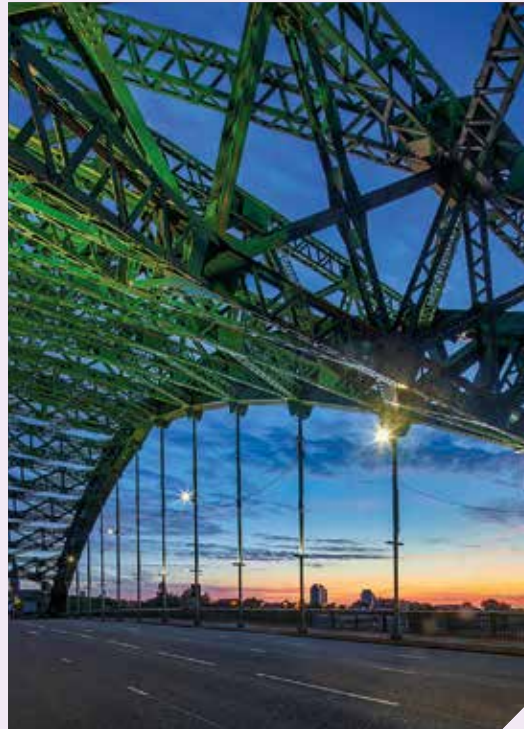
### We will deliver:

- **Improved rail and road arteries we need to power our economy** – Including Rail, Metro and Road enhancements, upgrades to the East Coast Mainline, working with Government to deliver Northern Powerhouse Rail (East West Rail) in full, structural renewals and new river crossings.
- **The best connected and greenest network** – Decarbonised public transport network with network enhancements and new routes delivering patronage enhancements.
- **The delivery of a fully integrated public transport network** – Transport and digital tools rolled out to improve service quality and new and improved rail and Metro stations.

### We will be actively developing:

- Propositions for 2040 and beyond including **embracing new technology innovations and the way people utilise the transport network.**

\* Subject to funding and powers



## Useful links

North East Local Transport Plan

Delivery Plan

Integrated Sustainability Appraisal

Consultation overview and findings

[www.northeast-ca.gov.uk/localtransportplan](http://www.northeast-ca.gov.uk/localtransportplan)

The LTP and accompanying delivery plan and Integrated Sustainability Appraisal (ISA) have been subject to an extensive consultation which ran across a 12-week period between 4 November 2024 and 26 January 2025. There were over 16,000 responses to the consultation. The documents have been reshaped following consultation to reflect feedback received.

**Kim McGuinness**  
**North East**  
**Mayor**



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X [@NorthEast\\_CA](https://twitter.com/NorthEast_CA)  
f [NorthEastCA](https://www.facebook.com/NorthEastCA)



# North East Local Transport Plan (LTP) – Delivery Plan

**Kim McGuinness**  
North East  
Mayor





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## Executive summary

**The North East Local Transport Plan (LTP) sets out the vision for where we want our transport network to be by 2040. This involves creating a green, integrated transport network that works for all, and acts as the yardstick on which all other networks are judged. This Delivery Plan outlines the steps we plan to take to bring the vision of the LTP to life.**

The Delivery Plan builds on strong foundations with substantial local investment delivered to date, the North East has a track record of delivering infrastructure to the highest standards including Metro Flow, the Northumberland Line, an ambitious programme of cycling and walking investment, and a raft of ticketing measures that have delivered widespread benefits to our region.

However, more must be done to realise the vision of the LTP. The interventions outlined in the Delivery Plan will help contribute to this and the North East Combined Authority's (North East CA) Corporate Plan Missions as identified in Section 1.

A full pipeline encompassing **323** separate interventions, outlining what we will build, introduce, and change by 2040 to deliver a green, integrated transport network that works for all, is included in Annex E.

However, key priorities that deliver on the commitments of the LTP, the Mayoral Manifesto and Devolution Deal and which will be delivered in timescales aligned to our capital funding settlements are highlighted below:



## Delivery by 2027

Subject to funding and powers

Between 2025 and 2027 we will deliver:

- **Expanding and improving our network** - Infrastructure improvements including a new North Shields Ferry landing and a package of maintenance and renewals of the network.
- **Making transport safe for women and girls** - Safety and Security improvements on public transport including an initial package of preventative security, more metro gatelines, safer stops and shelters and an accessibility review.
- **Starting the delivery of the largest electric vehicle charging network in the country** - Expansion of the electric vehicle charging network with home based and key destination and station charging.
- **A joined-up walking and cycling network** - including developing a new bike and e-bike hire network, active travel hubs, bike parking at key stations and interchanges, and the first phase of active travel network improvements.
- **Improving stations and connecting rail to public transport** - Stations will be upgraded and integrated with the wider public transport and active travel network. The Pop card will be brought to local rail services, and we will investigate bringing stations into public ownership.
- **Setting the standards for green buses** - with new zero emission buses rolled out.

- **Working towards a fully integrated public transport network** - including enhanced and supported fares, ticketing and information including account based and contactless ticketing.

Over this time period we will be actively developing:

- Business cases for taking the Metro to Washington and the Leamside Line
- Bus Reform
- Propositions for 2027 and beyond

## Delivery by 2032

Subject to funding and powers

Between 2027 and 2032 we will deliver:

- **Bus Reform**
- **Taking the Metro to Washington**
- **Free travel for all under-18s**
- **Expanding and improving our network** - the network will continue to be maintained including critical structures and renewals and re-signalling of the Metro.
- **A joined-up walking and cycling network** - the next phase of active travel investment filling gaps in the network to create a cohesive joined up network and the delivery of a new bike and ebike hire network.

- **Improved rail and road arteries that we need to power our economy** - including continuing investment in network improvements to facilitate housing growth through local network schemes and working with National Highways to deliver upgrades to the A66 and junction upgrades on the A19 at Moor Farm/ Seaton Burn.

- **The delivery of a fully integrated public transport network** - a comprehensive customer experience approach to make it easy and safe to plan and make journeys, continuing to focus on safety for women and girls on public transport and a programme of public transport station improvements.

- **Setting the standards for green transport** - by decarbonising our public transport network.

Over this time period we will be actively developing:

- River crossing proposals
- Further Metro and rail extensions
- Propositions for 2032 and beyond

## Delivery by 2040

Subject to funding and powers

Between 2032 and 2040 we will deliver:

- **Improved rail and road arteries we need to power our economy** - including rail, Metro and road enhancements, upgrades to the East Coast Main Line, working with Government to deliver Northern Powerhouse Rail in full, structural renewals and new river crossings.
- **The best connected and greenest network** - a decarbonised public transport network with network enhancements and new routes delivering patronage enhancements.
- **The delivery of a fully integrated public transport network** - transport and digital tools rolled out to improve service quality and new and improved rail and Metro stations.

Over this time period we will be actively developing:

- Propositions for 2040 and beyond including embracing new technology innovations and the way people utilise the transport network.

The sum total of the pipeline of interventions included within the Delivery Plan indicatively stands at **£8.3 billion**, in order to deliver on the scale of this ambition, the Delivery Plan is supported by a funding programme that includes substantial capital funding secured through our Devolution Deal and the opportunity to lever further investment from both the Government and crucially, the private sector. This is outlined in section 6.

We will also need to work closely with executive agencies and non-departmental Government bodies such as Network Rail (NR), National Highways (NH), and Active Travel England (ATE) to influence funding decisions within our region. We will be actively engaged in discussions to secure further integrated and devolved funding and we look forward to working in partnership with the Government on this.

Capital investment will allow us to deliver significant improvements to the network through physical interventions, but this alone will not be sufficient to deliver the scale of change that is needed. As a result, we will also be leveraging the strategic powers afforded to the region through Devolution. Making the case for bringing buses back into public control is perhaps the standout example of this, but we will also look to reform our railways and work in deeper partnership with Government to expand the range of powers available to the region to deliver growth and prosperity.

The North East has come a long way since we published our first LTP in 2021. Through Devolution we now have a viable funding programme and the right delivery mechanisms for bringing forward the pipeline of interventions included within the Delivery Plan, realising the ambition of delivering a green, integrated transport network that works for all.

Interventions will be delivered across the duration of the plan period to 2040, however, we have aligned interventions to delivery periods which reflect our capital funding settlement delivery periods:

**2025-2027**

**2028-2032**

**2033-2040**



DRAFT

## Section 1: About the Delivery Plan

The Delivery Plan sets out what we as a region and our partners will build, introduce, and change by 2040 to deliver a green, integrated transport network that works for all. It has been developed in collaboration with our seven constituent local authorities to ensure that transport investments are joined up and support wider development and growth ambitions, providing a coordinated approach towards transport investment.



The Delivery Plan reflects on the challenges and opportunities within the region highlighting the investments, powers, and further reforms that are needed to deliver our priorities in the short, medium, and long-term. It covers the breadth of activity that the North East CA and our partners can take, and therefore does not narrowly focus on capital interventions, but considers new methods of delivery, powers, and policies, including an exploration of the powers made available to the Mayor and North East CA through our Devolution Deal.

The Delivery Plan will be maintained as a live document, which will evolve over time as delivery is progressed, schemes develop, and new funding priorities are identified and explored. We are committed to reviewing and reporting on progress, as such we will publish regular reports tracking the progress of the development and delivery of interventions contained within the Delivery Plan.

A full pipeline of the interventions identified in the Delivery Plan is provided at Annex E. The Delivery Plan has been prepared alongside the North East Local Transport Plan. To read the North East Local Transport Plan please visit: *Transport (northeast-ca.gov.uk)*. A glossary of key terms is provided in Annex A. A full list of references is available in the region's evidence log.

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## Section 2: Introduction

The North East Local Transport Plan (LTP) is the statutory transport plan for the seven local authorities in North East England: County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside, and Sunderland brought together under the North East Combined Authority (North East CA).

The LTP details the region's transport priorities up to the year 2040, outlining the ambition to deliver a green, integrated transport network that works for all. The Delivery Plan supports the LTP by identifying the specific interventions that could be delivered to achieve the strategic vision set out within the LTP.

The Delivery Plan also supports the plans of the seven local authorities in the North East from a place-making perspective by ensuring that a well-integrated and reliable transport network links pleasant places to live with a wide range of employment opportunities.

An increase in greener journeys, delivered and supported through the interventions included within the Delivery Plan, will help our region meet its challenges head on, providing sustainable, integrated links between communities, services, and opportunities, paving the way for growth and further inward investment. In this way the interventions included within the Delivery Plan are guided by and will contribute towards the North East CA's role in improving our health, environment, skills, and economy.





**This section sets out the policy drivers that have shaped the interventions contained within the Delivery Plan, in addition to highlighting the challenges and opportunities that the LTP and the interventions included within the Delivery Plan pipeline seek to meet.**

## Policy drivers

The Devolution Deal has provided access to a new multi-year financial settlement for transport which is devolved to our region. We have therefore structured the interventions in the Delivery Plan into time periods that are aligned with our capital funding settlements with interventions for delivery by 2027, between 2027 and 2032, and from 2032 through to 2040.

Delivery of the interventions contained within the Delivery Plan will be enabled by the suite of funding, powers, and partnerships available to the region following the signing of the Devolution Deal, including:

- Devolved funding
- Bus franchising powers
- The establishment of a highways Key Route Network (KRN)
- Partnerships with National Highways (NH), Great British Railways (GBR), and Active Travel England (ATE)

Over the coming years, our region intends to build on this foundation by securing further funding and powers to develop a fully integrated transport network. Using the LTP as a guide, the North East will seek:

- Accelerated delivery of existing projects
- Further strategic powers (railways and highways)
- Surety of funding (revenue and maintenance grants)
- Funding and delivery of major projects (such as Metro re-signalling, the Leamside Line and taking the Metro to Washington)

The creation of a fully integrated transport network bringing roads, Metro, rail, bus, the Shields Ferry, and active travel (walking, wheeling, and cycling) under a cohesive identity, is the focal policy objective of the LTP.

Delivery of an enhanced integrated network also includes consideration of access, availability, quality, safety especially for women and girls, and the affordability of transport. These are factors that the LTP establishes as critical to successfully supporting and enabling people to make more sustainable journeys. Helping people to make greener journeys will be one of the most significant ways of ensuring transport can support the North East CA's vision and commitments.



## North East CA vision and commitments

Transport has a significant role to play in helping the North East realise its potential, the LTP has been developed taking into account the role that transport plays in the delivery of the North East CA's vision and the cross-cutting approach that is required to do so. The North East CA vision and commitments are outlined below:

- Home of real opportunity – Our region is a great place to live and work, but too many people face challenges to success. We will implement policies which help to overcome those challenges- from skills training to child support.
- A North East we are proud to call home – Where we live matters. The people of the North East are rightly proud of their local identity and want services and policies that support them to live here. Home to a growing and vibrant economy for all – We will ensure people have the skills to access work and provide the right conditions for economic growth. We will ensure support and investment in a wide range of economic drivers: from advanced manufacturing to the cultural sector, from skills training to good transport.



- Home of the green energy revolution – We will grasp the opportunity that net zero presents to the North East. Not only will we transition to a green economy, creating thousands of jobs and reducing carbon emissions, we'll build the new technologies and solutions needed for the UK to decarbonise too.
- A welcoming home to a global trade – The North East is an exporting powerhouse and the Mayoral Combined Authority will build on that global reputation to maximise international opportunity. We will secure more global inward investment and increase our export output, including a focus on our cultural exports.



Strategic themes for transport

The interventions included within the Delivery Plan will act as an enabler to meeting the North East CA’s five missions. However, the LTP has identified three cross-cutting strategic themes for transport which underpin the delivery of the North East CA’s missions:

A more inclusive economy	The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.
A better environment	The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.
A healthier North East	The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

Table 1: Strategic themes for transport

The Delivery Plan supports the LTP by testing the commitments and the interventions contained within the LTP and Delivery Plan against the strategic themes for transport, to ensure we are pursuing the right interventions, and that transport investment contributes towards the North East CA’s role in improving our economy, skills, health, and environment.

Areas of focus

The LTP acknowledges there are several challenges which face the North East, including:

- Car and van journeys made up 58% of all journeys made in 2022 and car ownership in the North East is increasing.
- Public transport use is falling over the long-term. Since 2014, bus and Metro passenger journeys per head and vehicle miles have both decreased.
- 31% of residents in the North East (622,000 people) are at risk of transport related social exclusion (TRSE).
- A range of transport issues has led to a contrast between rural isolation in our more remote areas and poor air quality and congestion in parts of our cities.
- Commuting to workplaces is dominated by car travel, so congestion is a significant issue on our roads, which affects public transport access and attractiveness, reduces productivity, and increases inactivity and vehicle emissions.

- Transport contributes a significant proportion of carbon emissions. Approximately 97% of transport generated greenhouse gas emissions in our region are from roads, with A-roads being the greatest contributor.
- Only 36% of journeys to school are made by active travel, the second lowest region in England.

The LTP explains that the means of overcoming these challenges is through the provision of an integrated network that enables seamless transition between different forms of transport as part of the same journey, improving connectivity within the region, with other parts of the UK, and internationally. Helping to deliver a better performing, successful, and prosperous regional economy and closing the gap with other parts of England.

Whilst we have the initial makings of an integrated network in the North East, having implemented various measures including integrated ticketing and infrastructure improvements, there are still several challenges that people face when travelling around the region. These challenges have been broken down into five key areas of focus within the LTP.

1. Planning journeys, informing users, and supporting customers

- There is no single place that provides all transport information and customers have to use different websites or apps to find information.
- Wayfinding information on how customers can make joined up journeys and/or switch transport type can be poor.

2. Ticketing and fares

- There are several types of tickets available for different transport options and different operators. limited amounts of tickets are available that allow travel across multiple types of transport or different operators.
- Smart ticketing is not used all of the time.
- There are not many price caps in place that limit the amount customers spend on their daily travel.

3. Reach and resilience of infrastructure

- There are still significant gaps in our transport network.
- Some types of sustainable transport don’t reach all places, particularly our remote rural areas.
- There are several areas where resilience issues have a knock-on impact on passengers including disruption, delays, and congestion. Resilience refers to the ability of our transport infrastructure to withstand and effectively deal with problems such as congestion, faults, and severe weather events.

4. Safety, especially of women and girls, and other improvements in service quality

- Perceptions of public transport service quality tend to be quite low, particularly regarding their punctuality and reliability.
- Actual and perceived safety concerns that need to be addressed to increase confidence and ensure that everyone is safe whilst travelling on the network.
- Transport options do not always match up to people’s lifestyles, for example the need to travel in the early morning, late evening, and on weekends.

5. Connections between different transport types

- In some areas there is a lack of supporting infrastructure, such as bike storage, to help people make journeys using multiple types of transport. From a freight perspective, there is a lack of facilities that allow freight to be shifted from one type of transport to another.
- Timetables and service patterns often do not match up which can make it difficult to use multiple types of transport for a journey.

Figure 1: Local Transport Plan Key Commitments



The LTP strives to deliver against these five key areas of focus, as such the interventions included within the Delivery Plan pipeline have been shaped to meet the challenges outlined in the five areas of focus, forming a package of investment that will help realise a truly integrated network.

To ensure that there is strategic alignment between the LTP, the Delivery Plan, the five areas of focus and the North East CA missions, a policy mapping exercise has been undertaken, and is provided at Annex B. This mapping exercise demonstrates a positive policy alignment between the LTP and the North East CA missions. This exercise will be revisited in subsequent sections to further demonstrate that the interventions included within the Delivery Plan maintain policy alignment and deliver against the five areas of focus and the North East CA policy commitments

### Summary

Overall, this section has set out the guiding policy drivers that have helped to shape the interventions included within the Delivery Plan. This includes, the North East CA missions, the strategic themes for transport, and the five key areas of focus.



The challenges facing the region which the LTP identifies have been highlighted, and have also informed the interventions included within the Delivery Plan. Subsequent sections of the Delivery Plan will establish an assessment framework to ensure that the strategic benefits of interventions contained within the Delivery Plan are consistent and appropriate, help the region meet its challenges, and contribute towards enabling the delivery of an integrated transport network.

## Section 3: Translating policy and practice into action

### Scope

The Delivery Plan covers the breadth of activity that the North East CA and our partners can take, and therefore does not narrowly focus on capital interventions, but considers new methods of delivery, powers, and policies. The Delivery Plan includes interventions that can be delivered by our constituent local authorities, Nexus, and national infrastructure providers such as Network Rail and National Highways, in the period through to 2040.

The Delivery Plan pipeline contains interventions that cover:

- **New physical interventions (infrastructure delivery)**
- **Safety and Service improvements (enhanced safety, reliability, frequencies and integrating with maintenance)**
- **Regulation (land use, vehicle type, financial, planning policy)**
- **Promotion and sharing information (marketing, data sharing, workplace engagement)**
- **Innovation development (planning for the future, trialling ideas, working with new organisations across the North East).**





However, operational detail and decisions relating to public transport timetables, routes or specific services is excluded from the scope of the Delivery Plan. Further detail, relating to the scope of the LTP is provided at [Transport \(northeast-ca.gov.uk\)](#)

Overview and methodology

The Delivery Plan is supported by a pipeline of interventions which collectively realise the ambition set out in the LTP, this pipeline is provided at Annex E. Each intervention included within the pipeline is developed to a consistent minimum level of detail through completed proformas, hereafter referred to as forms. The forms cover the seven core sections listed below:

- **Section 1: Scheme details**
- **Section 2: Scheme rationale and options**
- **Section 3: Scheme and Local Transport Plan strategic themes**
- **Section 4: Risks and development**
- **Section 5: Funding and costs**
- **Section 6: Powers, consents, and stakeholder views**
- **Section 7: Milestones and monitoring.**

Forms are held centrally and are updated on a regular basis, taking account the progression of scheme development and to ensure the pipeline of interventions remains alive to opportunities including funding bids and programme assembly activities.

Forms were updated by scheme promoters in the preparation of the Delivery Plan in Spring 2024 and updated post consultation in early 2025. It is anticipated that the pipeline of interventions contained within the Delivery Plan will develop over time with iteration, as will the forms that underpin the pipeline.

The strategic themes for transport (a healthier North East, a more inclusive economy, and a better environment) are set out in Section 3 of the form and use a mixed qualitative and quantitative approach to demonstrate how schemes address the ambition of the LTP and support the North East CA missions, as well as wider local authority objectives.

Section 5 of the form which covers funding and costs provides a cost base from Quarter 1 2024 and is reflective of the latest position of interventions, for example, including appropriate levels of risk and contingency.

The milestones and monitoring included in Section 7 of the form enables the intervention to be updated to ensure we reflect realistic delivery proposals.

The North East CA Single Assurance Framework available at [Governance \(northeast-ca.gov.uk\)](#) governs the development, approval, and delivery of the pipeline of interventions.

Future proofing

Whilst the pipeline of interventions included within the Delivery Plan is intended to be delivered by 2040, the effects and benefits of interventions will endure into the future. Interventions within the pipeline have been conceived based on the current understanding of transport demands and challenges, including how these factors may develop over future years as the economy of the region grows and new developments are delivered.

With the absence of an analytical framework including a regional transport model, the Delivery Plan has utilised the travel scenarios set out in the Transport for the North (TfN) Strategic Transport Plan 2024, to test proposed interventions for inclusion within the Delivery Plan and the strategic objectives of the LTP including the five key areas of focus.

TfN’s scenarios align to the [Office for Science Futures Toolkit](#) and are provided in the TFN [Future Scenarios Report](#). As emerging future scenarios work develops, the Delivery Plan will be updated to ensure local alignment. The scenarios are set out below:



Just about managing

This scenario sees a state of inertia, although this should not be taken as neutral. It sees a future where people do not alter their behaviours much from today, or give up certain luxuries, although there is a gradual continued trend towards virtual interaction. Economic growth continues at a moderate rate, but it is largely consumption-led and unequal, lacking agility and vulnerable to shocks. This scenario is led by markets, without much increase in political direction, with its biggest driver being economic.

Prioritised places

This scenario sees a significant shift in political and economic direction to ensure that no place is left behind. Every area, including cities, towns, rural, and coastal areas, has a bespoke local economic strategy, supported by investment in local assets, specialisms, and economic and social infrastructure. Community, localism and place-making across the North is applied to build a sense of local identity to improve local economies. There is a focus on work-life balance and social equity within and between places. This scenario is led by a change in priorities, with its biggest driver being the push for a fairer redistribution of economic prosperity.

Digitally distributed

This scenario sees a future where digital and technological advances accelerate, transforming how we work, travel, and live. In general, we embrace these technological changes and the move towards a distributed, service-based transport system. Long-term climate change targets are met, but there is slow progress in the short-term due to a general preference for individualised mobility over traditional public transport. This scenario is led by technology, with the biggest drivers being technical advances and a willingness to embrace mobility-as-a-service and shared mobility in the long-term.

Urban zero carbon

This scenario sees a significant shift in public attitudes towards action on climate change, and a strong national Government response to meet it. There is a boost to economic productivity to levels consistent with the Northern Powerhouse Independent Economic Review, primarily through a combination of urban agglomeration and place-making. Transport users demand and embrace publicly available transit and active travel options, as there is a blurring of the line between ‘public’ and ‘private’ with increasing shared mobility systems online. This scenario is led by attitudes to climate action and urban place-making, with the biggest drivers being strong Government policy and trends of urban densification.

Table 3: TfN future travel scenarios

These scenarios apply to the decarbonisation assessment that have been undertaken through the Integrated Sustainability Appraisal (ISA).

It is important to question the need and rationale for investment in the interventions included within the Delivery Plan on an ongoing basis. In establishing a flexible pipeline, we can be responsive to change, recognise uncertainty, and respond to emerging trends. A qualitative matrix has been established to initially test the strategic objectives of the LTP within the five key areas of focus, against the future travel scenarios using a policy ‘Stress Test’ as defined the UK Government’s Futures Toolkit. The results are included in Annex C.

The analysis shows a general alignment to all future scenarios with a limited number of suggested modifications under certain scenarios. As there is no preferred scenario, there is a general conclusion that the LTP can withstand a variety of future trend changes. As the policy foundation is considered to be sound, interventions included within the delivery plan that deliver against the objectives of the LTP are therefore also considered to be sound. However, throughout the development of propositions, we will test how an individual intervention or collection of interventions performs against future travel scenarios.

### Rural and coastal proofing

The North East has a larger proportion of residents living in rural areas than the rest of England. The region also has a particularly high percentage of people living in rural towns and fringe areas. This often results in acute challenges such as a lack of connectivity, engagement, productivity, and poorer health outcomes. It is important to recognise and consider the differing demands spatially of both the LTP and the Delivery Plan acknowledging that in some communities the car will be the preferred option for making a journey.

The Delivery Plan has been built collaboratively with local authorities in rural and coastal areas to ensure those needs are properly articulated in the pipeline of interventions. The Delivery Plan therefore acknowledges that operating high frequency public transport operations is more restricted in rural areas, the relative distance between communities can result in implementation challenges, and the ability to make the case for investment using traditional cost benefit analysis can also be limited.

As such the Delivery Plan focuses on providing appropriate solutions to ensure rural and coastal communities are connected and integrated via the most sustainable means possible. We have assessed the interventions included within the Delivery Plan through the technical Integrated Sustainability Appraisal.

### Summary

This section has outlined the scope of the Delivery Plan, outlined the methodology for how Delivery Plan pipeline interventions are captured and maintained over time, and considered future proofing and rural proofing to ensure that the Delivery Plan pipeline and interventions within remain robust.



## Section 4: Identifying and testing initiatives

### Long listing identification methodology

The North East has a long-standing transport pipeline, which is kept updated as a live document and details all transport interventions across the region. The pipeline underwent a full refresh in Spring 2024 in light of the production of the LTP, in line with emerging transport plan guidance, and with the inclusion of additional data, to allow for the assessment of interventions before inclusion within the Delivery Plan. This was refreshed to account for consultation feedback in early 2025.

As noted in Section 3, each intervention included within the pipeline has its own form which captures high-level details including: proposed deliverables, costs, timescales for delivery, risks, an economic assessment, and a preferred do-minimum and do-maximum scheme option.

The template form was updated ahead of the targeted engagement which took place in Spring 2024, to reflect emerging guidance and incorporate new fields collecting additional information, such as whether a carbon assessment has been undertaken, in addition to outlining how the scheme positively contributes towards social value, health, and inequalities. Partially pre-populated forms were issued to scheme promoters across the region ahead of Spring 2024, to allow for any gaps to be completed and for any new interventions to be identified for inclusion in the Delivery Plan pipeline.

The information provided in the forms has been used to assess the suitability of interventions before their inclusion within the Delivery Plan. Acting as a first stage sift, to establish a long list of eligible interventions, the approach has provided us with the confidence that the initiatives included within the Delivery Plan are deliverable within the timeframe of the LTP.





Options appraisal

Following the long-listing process outlined above, an options appraisal process was developed to assess interventions and whether they were appropriate for inclusion within the Delivery Plan. It is not proposed at this stage to filter any interventions out unless the proposals are:

- Undeliverable within the 2040 timeframe of the Delivery Plan.
- Do not contribute towards delivering the overall vision of the LTP.
- Do not meet the North East CA missions.

Any interventions which are sifted out on this basis will remain in the wider pipeline until such a time that they become suitable for inclusion within a programme for delivery.

An appraisal matrix has been developed which incorporates both the objectives of the LTP, the deliverability and affordability of the intervention, and the wider requirements as set out in Government guidance, such as carbon reduction and contribution towards social value, health, and inequalities. This matrix is available in Annex C.

The matrix also considers key factors such as the overall deliverability of the intervention and any potential associated risks, including whether an intervention is particularly novel or contentious, to ensure that any intervention included within the Delivery Plan and pipeline is ultimately deliverable.

In summary, the scoring matrix assess how an intervention performs against the strategic themes for transport, outlined in Section 2:

- A healthier North East
- A better Environment
- A more inclusive economy

With further assessment taking into account intervention specific criteria, including:

- Deliverability within the timeframe of the LTP (2040)
- Delivery risk
- Improving transport for the user
- Affordability
- Value for money
- Carbon reduction

Some criteria will involve a level of subjectivity, whereas others such as value for money will be based on assessments conducted to date. The test is that any element of subjectivity is reasonable in nature, which is validated through consultation with partners.

The scoring matrix is not used to prioritise the interventions contained within the Delivery Plan, instead the scoring has been utilised to ensure that each intervention has an overall positive impact when considering the criteria set out above.

As the pipeline is a live document it will be refreshed on a regular basis, the appraisal matrix will be applied to any new intervention that is brought forward for inclusion within the Delivery Plan, or where there are fundamental changes to an intervention already contained within the Delivery Plan, to ensure that it remains appropriate for inclusion.

Summary

This section has provided an overview of the methodology utilised to identify the longlist of interventions included within the Delivery Plan, including how new information is captured, and how the region’s pipeline of interventions is refreshed and kept as a live document.

The section also introduced an appraisal matrix, scoring criteria, and described the process for assessing the interventions included within the Delivery Plan.

Section 5:  
Summary of Delivery Plan pipeline

Packages of interventions

Interventions within the Delivery Plan are at various stages of development, which is reflective of the testing which has been applied to proposals. Led by the five key areas of focus identified in the LTP, packages of interventions have been devised and are set out in the following table.

Planning journeys / informing users / supporting customers	Representing information, navigation of the network, design, and operational projects.
Ticketing and fares	Targeting simplicity in the customer offer around fares and ticketing that represent the best value for money.
Reach and resilience of infrastructure	Delivering vital upgrades to maintain the integrity of the network and connections that bring people closer to opportunities.
Safety, especially of women and girls, and other improvements in service quality	Targeting transport operations and the way people interact with the network including the safety of it.
Connections between different transport types	Delivering focused approaches around connecting transport options together in a seamless way.

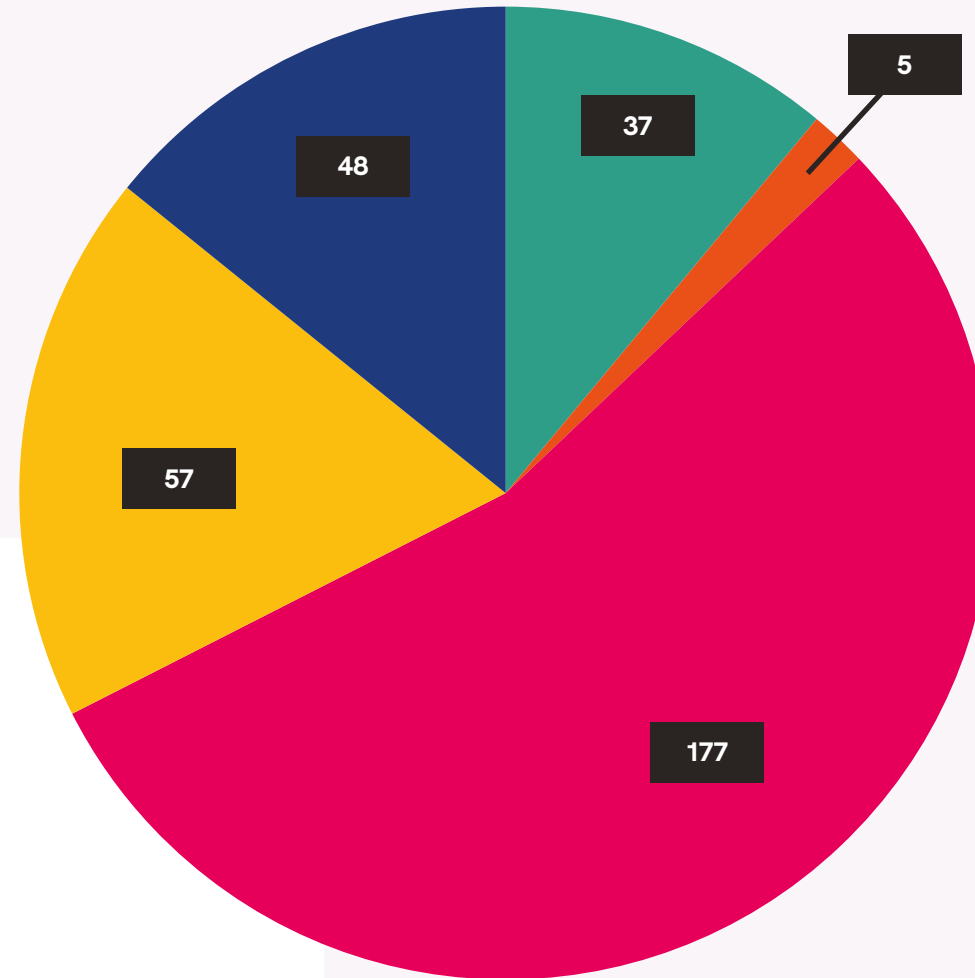
Table 4: Intervention packages

As demonstrated in Section 4, we have assessed the performance of each intervention against the objectives of the North East CA and the objectives of the LTP and determined that individually and collectively the interventions contained within the Delivery Plan elicit an overall positive impact.

In total, there are 323 separate interventions included within the Delivery Plan, which are all aligned to one of the packages identified above. Whilst most interventions fall into the reach and resilience of infrastructure category, this category provides the onward platform for a smaller number of highly impactful propositions around ticketing/fares, planning/information, safety, especially of women and girls and service quality and connectivity.

- Planning journeys / Informing users / Supporting customers
- Ticketing and fares
- Reach and resilience of infrastructure
- Safety, especially of women and girls, and other improvements in service quality
- Connections between different transport types

**Figure 2: Projects per integration focus area**



### Delivery timeframe

Interventions will be delivered across the duration of the plan period to 2040, however, we have aligned interventions to delivery periods which reflect our capital funding settlement delivery periods.

- 2025-2027
- 2028-2032
- 2033-2040

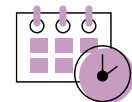




Over the lifetime of the Delivery Plan, circa **£8.3 billion is required** to deliver the Plan in full, this covers revenue and capital propositions as well as interventions that do not require any immediate funding.

## Summary of Delivery Plan

A summary of the interventions included within the Delivery Plan, including the strategic benefits that these interventions will deliver cast against the five areas of focus of the LTP are outlined in the following sections.



## Planning journeys / informing users / supporting customers.

Within this area of focus the following will be delivered:

From 2027 people will be able to easily access journey planning tools and technologies which offer consistent and clear information about journey options, times, and prices. Online website content is being targeted first with real time passenger information feeds from the bus and metro network integrating, in order to provide consistent data flows.

People will be informed about how their journey is progressing, and each step will be simple to navigate, improving the customer experience. Our Urban Traffic Management and Control centre will use its feeds to deliver informed messaging to the public.

As people navigate the network, signage will be maintained and will be easy to follow and technological prompts will be available, and provision will continue to evolve and improve in the years up to 2040. The network will have consistent and cohesive branding such as colour schemes, signage, standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations. Consistent and cohesive branding will also apply to any websites and associated apps.

Customer experience and engagement activities will ensure people can relate and interface with transport operations at times that are convenient.

We will invest in schemes that support the use of active travel and public transport networks with campaigns, training, and safety schemes, ensuring the information and skills are available to all.

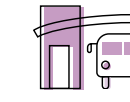
## Example interventions from the pipeline that will achieve this change include:

### By 2027:

- Delivering improved Public Transport information
- Improvement in the Accessibility of Transport.
- EV Partnership Steering Group
- Workplace Sustainable Travel Initiatives
- Active Travel Champion

### By 2032:

- Bus Reform
- Enhancing our Public Transport passenger information offer
- Sustainable School travel projects including School Streets Programme



## Reach and resilience of infrastructure.

Within this area of focus the following will be delivered:

Continued investment in physical infrastructure that connects communities and enables high quality safe and accessible transport means. As our focus is on integration our interventions are built around strong network planning principles ensuring cohesiveness in approaches and linking people to opportunities.

Investment in expanding the emerging Active Travel networks, this is exemplified in our emerging City Region Sustainable Transport Settlement and our work with Active Travel England in delivering high quality well designed inclusive infrastructure that encourages sustainable choices. This is for all journeys that are made through walking, wheeling, or cycling.

Ensuring that Metro, rail, and bus stations are connected into their local areas and that those services reach out into new areas, with plans to expand the Metro and rail network first starting with bringing the Metro to Washington and the Northumberland line and working with Government on areas of national importance including the Leamside line.



## Ticketing and fares

Within this area of focus the following will be delivered:

Integrated ticketing and fares will be available across all modes of local public transport within the region, delivering seamless travel. Fare capping across contactless payment methods and the Pop card will encourage use, bringing together systems.

We will collaborate with national operators to ease integration at our regional, national, and international gateways.

We will have one eye on the future to deliver integration of payments with wider transport services such as zero emission vehicle charging, National Parking Platform, Park and Ride, car clubs, and cycle and e-scooter hire, enabling people to plan and pay for their entire door to door journey through a seamless platform, this is known as 'Mobility as a Service'.

## Example interventions from the pipeline that will achieve this change include:

### By 2027:

- Integrated ticketing initiatives
- Subsidised and capped fares regionwide
- New payment technologies for Metro and contactless on Metro

Our network needs to be well maintained, building on regional strategy documents including the Transport Asset Management Plan, and the Rail and Metro Strategy, we will target funding to maintain the network including renewing essential structures and planning proactively for the impacts of climate change to deliver a more resilient network.

Our highways will be managed in a way that provides the best possible improvements for all users within the resources that are available. Prioritising safety enhancements, regular maintenance for all users, including people and freight, improving the resilience of roads.

We will target and invest in our highway network to address critical issues around safety, network performance and economic opportunities. Through partnerships with Great British Railways and National Highways we will secure investment in vital national infrastructure improvements. Our network should be one that enables economic growth in a sustainable way.

### Example interventions from the pipeline that will achieve this change include:

#### By 2027:

- North Shields Ferry Landing
- Enhanced transport maintenance package
- Delivering on gaps in the EV network
- Residential EV charging
- North East active travel network phase 1
- Bringing the Metro to Washington Business Case
- The Leamside Line Business Case
- Decarbonising Public Transport including new green fleet phase 1

#### By 2032:

- Bus Reform
- Bringing the Metro to Washington
- Metro essential renewals
- Tyne and Wear Metro Re-Signalling
- Improved rail and road arteries that we need to power our economy
- Delivering improved all user connections to Blyth

- A194 White Mare Pool
- North East active travel network phase 2
- Film studio enabling infrastructure
- Reopening of Ferryhill Station and Stillington Line to passenger services to Teesside
- Working with National Highways to deliver upgrades to the A66, A1 and junction
- upgrades on the A19 at Moor Farm / Seaton Burn
- Decarbonising public transport including new green fleet phase 2

#### By 2040:

- Metro and local rail enhancements phase 2
- Dualling the A1 to the Scottish Border
- Investigating a new strategic river crossing
- New Metro stations



### Safety, especially of women and girls, and other improvements in service quality

Within this area of focus the following will be delivered:

People's safety will be central to the network, with a particular focus on the safety of women and girls and other vulnerable groups. Drivers and other front-line staff will be trained / deployed to ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.

Everyone should feel safe when waiting at interchanges, stations, and bus stops, and when travelling on public transport. The specific safety needs of women and girls, and other vulnerable groups, will be taken into account when designing safety features on the network.

People will be able to report concerns and have the confidence that these will be dealt with promptly.

We will continue to improve service quality through charters and partnerships with providers. More staff will be available at stations, and stops will be upgraded to drive up standards of safety and accessibility with adequate lighting and natural surveillance. Opportunities to walk, wheel, and cycle will be built into our environment with access to secure parking and clear wayfinding.

Our interventions will allow us to improve punctuality through physical measures and influence timetabling and information to enable reliability at a time where people need it.

We will enable people access to zero emission technologies through a targeted approach to electric vehicle roll out and investigating other technologies.



### Example interventions from the pipeline that will achieve this change include:

#### By 2027:

- Initiatives to support the safety and security for women and girls on public transport including
- Bus infrastructure measures: stops and stations
- Safety and security on public transport including lighting and CCTV
- Metro gatelines upgrades/improvements
- Accessibility audits and training

#### By 2032:

- Further Safety and security initiatives for women and girls on public transport
- Railway assets review and operating models
- Small Metro station upgrades systemwide

#### By 2040:

- Timetabling amendments introducing earlier and later local rail services systemwide



Integrated Assessment

An Integrated Sustainability Appraisal (ISA) has been concluded in support of the Local Transport Plan and its Delivery Plan. The ISA tracks the impacts of proposals on the environment, habitat, heritage, inclusion and health of the North East. It provides advice to the North East CA on how to embed potential positive impacts and how to mitigate against any adverse impacts both within the plan making stage and by undertaking any of the interventions described in the Delivery Plan.

Arising from the recommendations of the ISA, the development of all interventions set out within the Delivery Plan will follow the action plan established.



Action	Responsible Body	Approximate time period
Environment		
The North East CA and its constituent Local Authorities as scheme promoters will engage with statutory bodies including the Environment Agency, Natural England and Historic England in order to advance interventions and to understand, avoid or mitigate against any adverse impacts.	North East CA and Scheme Promoters	Lifetime of the plan
Scheme Promoters will be responsible for undertaking statutory assessments where required including Environmental Impact Assessments and Habitats Regulation Assessments.	Scheme Promoters	Lifetime of the plan
Infrastructure will be designed to be adaptative, responsive and resilient, for example, to mitigate against the impacts of climate change through design.	Scheme Promoters	Lifetime of the plan
To reduce flood risk, schemes will be designed with appropriate drainage or attenuation systems. Opportunities to improve sustainable drainage systems will be explored where possible.	Scheme Promoters	Lifetime of the plan
Efforts will be taken to enhance the natural environment where possible, this includes implementing Biodiversity Net Gain and enhancing green and blue infrastructure through scheme delivery.	Scheme Promoters	Lifetime of the plan
Interventions will recognise sensitive receptors to noise and light and will build in mitigations at the outset.	Scheme Promoters	Lifetime of the plan
Key habitat sites, protected landscapes and historic features will be preserved in the delivery of this plan through early engagement and design, where possible scheme promoters will seek to undertake enhancements.	Scheme Promoters	Lifetime of the plan

Action	Responsible Body	Approximate time period
<b>Air Quality and Carbon</b>		
Air Quality monitoring equipment will be used to define sensitive areas and data will be used to inform the development of subsequent actions and interventions.	Scheme Promoters	Lifetime of the plan
Carbon Management Plans aligned to the Quantification of Carbon Reduction assessment will be implemented. The approach will be designed to reduce embodied and operational carbon arising from the delivery of interventions.	North East CA and Scheme Promoters	Lifetime of the plan
Carbon outputs per capita will be monitored and reported on as part of the North East CA's performance management approach.	North East CA	Annually
Environmental impacts will continue to be considered in the identification of interventions over the lifetime of the Delivery Plan.	North East CA	Lifetime of the plan
The North East CA will share Construction and Environmental Management Plan best practice with scheme promoters, embedding this approach in scheme delivery as a means of improving the safety of delivery and mitigating against any adverse impacts of construction.	North East CA and Scheme Promoters	First six months
<b>Population</b>		
Continued coordination on the development and delivery of interventions included within the Delivery Plan, alongside refreshing and updating the Delivery Plan on an annual basis, will provide opportunity to ensure interventions contained within the Delivery Plan secure connections to economic growth including housing delivery and job creation opportunities in the region.	North East CA	Annually
The region's cultural heritage sites will be protected and enhanced with sustainable access prioritised, bolstering the visitor and tourism sector and the economy of the region.	North East CA and Scheme Promoters	Lifetime of the plan

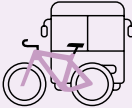
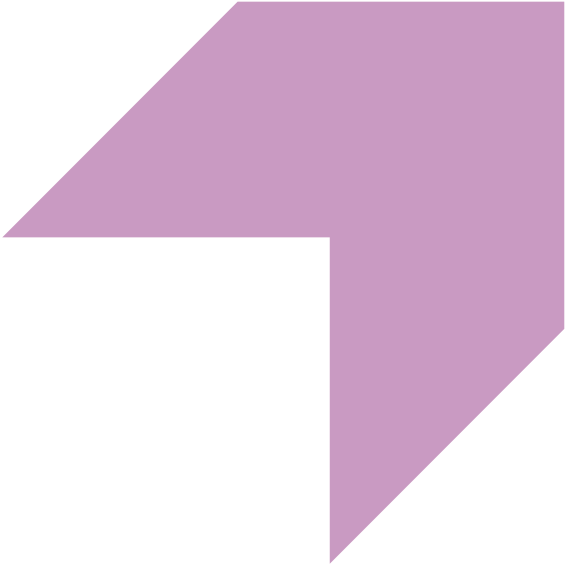
Action	Responsible Body	Approximate time period
<b>Health</b>		
Health Impact Analysis will be inbuilt into Transport Business Cases.	North East CA	Annual
Accessibility to healthcare facilities will be monitored.	North East CA	Annual
The uptake in travel on sustainable modes will be monitored and reported.	North East CA	Annual
Schemes will consider opportunities to improve healthier places and spaces in their design such as opportunities to enhance public realm, implementing planting and providing safe convenient and accessible walking routes, enacted through the application of Active Travel England's design tools.	Scheme Promoters	Lifetime of the Plan
<b>Equalities</b>		
Equality Impact Assessments will be inbuilt into Transport Business Cases.	North East CA and Scheme Promoters	Lifetime of the Plan
Best practice relating to traffic management will be shared by the North East CA to ensure accessibility throughout construction works with viable alternative routes identified.	North East CA and Scheme Promoters	First six months
Monitoring will take place on an annual basis as to how the plan addresses Transport Related Social Exclusion through a range of metrics including accessibility to key services, employment opportunities and affordability of services.	North East CA	Annual
Measures within scheme design will be incorporated wherever possible to improve mobility, limit severance and initiate green infrastructure enhancements.	Scheme Promoters	Lifetime of the Plan



Action	Responsible Body	Approximate time period
Rurality and Coastal		
Monitoring will take place on the effectiveness of measures to improve sustainable transport use in rural areas and the vitality of local places.	North East CA	Annual
Targeted approaches will be taken to improve public transport and active travel connectivity to visitor and tourist destinations.	North East CA and Scheme Promoters	Lifetime of the plan

As detailed in section 6, interventions included within the Delivery Plan, will be subject to detailed due diligence and assurance through the region’s Single Assurance Framework. As interventions develop, business cases will be required to move interventions from development to delivery which will be specified in accordance with the Transport Business Case guidance and include scheme impact assessments, this includes but is not limited to an Equality and Health Impact Assessment and a Carbon Assessment. To ensure equity at a programme level, rural and coastal assessments may be used. Where sensitive receptors impact an intervention, associated analysis will be undertaken by the scheme promoter in designing the scheme and securing consent for it for example through Environmental Impact Assessments or Habitats Regulation Assessment, where appropriate.

In considering and applying the recommendations of the ISA and following the actions detailed above, due consideration will be given to issues relating to the environment (air, carbon / climate adaptation, biodiversity, protected areas, cultural heritage, landscape, water environment, natural resources and materials, waste and noise/ tranquility), inclusion and health.



Connections between different transport types

Within this area of focus the following will be delivered:

Through integrated network planning our interventions will allow us to look at not just the operation and physical links of transport networks but also people’s perceptions of the network.

We will use information to drive perceptions of the network and engage in the planning and design of interventions. We will work closely with planning departments to deliver high quality options to new developments. We will encourage park and ride use through expanding the offer in the region. We will support tourism with opportunities to arrive at the region’s hotspots by sustainable means including the use of coaches and work to integrate taxi services into interchanges.

Mobility Hubs and mobility as a service will feature to ensure people have ready access to facilities and we have the opportunity to work on bike share and loan schemes to encourage further access and uptake.

Example interventions from the pipeline that will achieve this change include:

By 2027:

- Bike and e-bike hire
- Mobility hubs
- Connected stations including cycling parking and EV
- Customer experience strategy

By 2032:

- Bike and e-bike hire cycle parking and hubs
- Demand responsive micromobility transport trials
- Connected stations – including digitally

By 2040:

- Regional autonomous vehicles testbed
- Ferry - Royal Quays Landing study

Summary of impacts, health, equality, rurality, habitats, and emissions

The integrated Sustainability Appraisal has been published and is available to be read alongside this Delivery Plan.

As interventions develop, business cases will be required to move interventions from development to delivery which will be specified in accordance with the Transport Business Case guidance and include scheme impact assessments, this includes but is not limited to an Equality and Health Impact Assessment and a Carbon Assessment. To ensure equity at a programme level, rural and coastal assessments may be used. Where sensitive receptors impact an intervention, associated analysis will be undertaken by the scheme promoter in designing the scheme and securing consent for it for example Environmental Impact Assessments.

Summary

The Delivery Plan is focused on integrating transport modes and will be delivered in stages building on previous activity. This section has outlined, in summary, what the interventions included in the Delivery Plan will achieve set against the LTPs five key areas of focus, and highlighted at a high level the interventions that will help to achieve the objectives of the LTP. The full Delivery Plan pipeline is provided at **Annex A**.



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## Section 6: How will we fund investments

### Funding requirements

At present, the totality of investment required to realise the Delivery Plan in full stands at **£8.3 billion**.

The cost of interventions included within the Delivery Plan will vary with refinement and development over the lifetime of the Delivery Plan and LTP. This will be monitored and refreshed in line with Section 8 – Reporting and refreshing.

### Delivery methodology

The Delivery Plan and LTP covers the breadth of activity that the North East CA and our partners can take, and therefore interventions included within the Delivery Plan do not narrowly focus on capital interventions, but also consider new methods of delivery, powers, and policies.

However, the funding requirements of the Delivery Plan span both capital and revenue funding on the basis that:

- Revenue support is required to: operate, maintain, subsidise, and incentivise the use of transport services, grow delivery capacity, and develop capital interventions.
- Capital support is required to: provide long term investment in new assets such as physical infrastructure to grow and improve our network.

Alongside direct funding, the Delivery Plan and LTP will be delivered by leveraging the strategic powers afforded to the region through Devolution and working in deeper partnership with Government to expand this range of powers.



## Funding regime

### Competitive funding

The North East CA has secured substantial funds via competitive bidding to deliver interventions included within the Delivery Plan. Approximately £308 million of funding has already been secured and is actively being utilised to deliver interventions, including:

- Active Travel Funding: Delivery of new active travel infrastructure across the region inclusive of capability funding to design schemes and undertake engagement and training activities.
- Bus Service Improvement Plan Funding: Funding to invest in the bus network, from new services, fares offers and measures to improve the punctuality and reliability of bus services.
- Zero Emission, Levelling up, and Local Electric Vehicle Funding: Funding to deliver electric vehicle charging and zero emissions buses as part of our commitment towards a greener North East.

- Active Travel Fund Capital
- Active Travel Capability Fund
- Bus Service Improvement Plan Capital
- Bus Service Improvement Plan Revenue
- Zero Emission Bus Regional Areas 2
- Levelling up Fund - Decarbonising Transport
- Local Electric Vehicle Infrastructure Fund

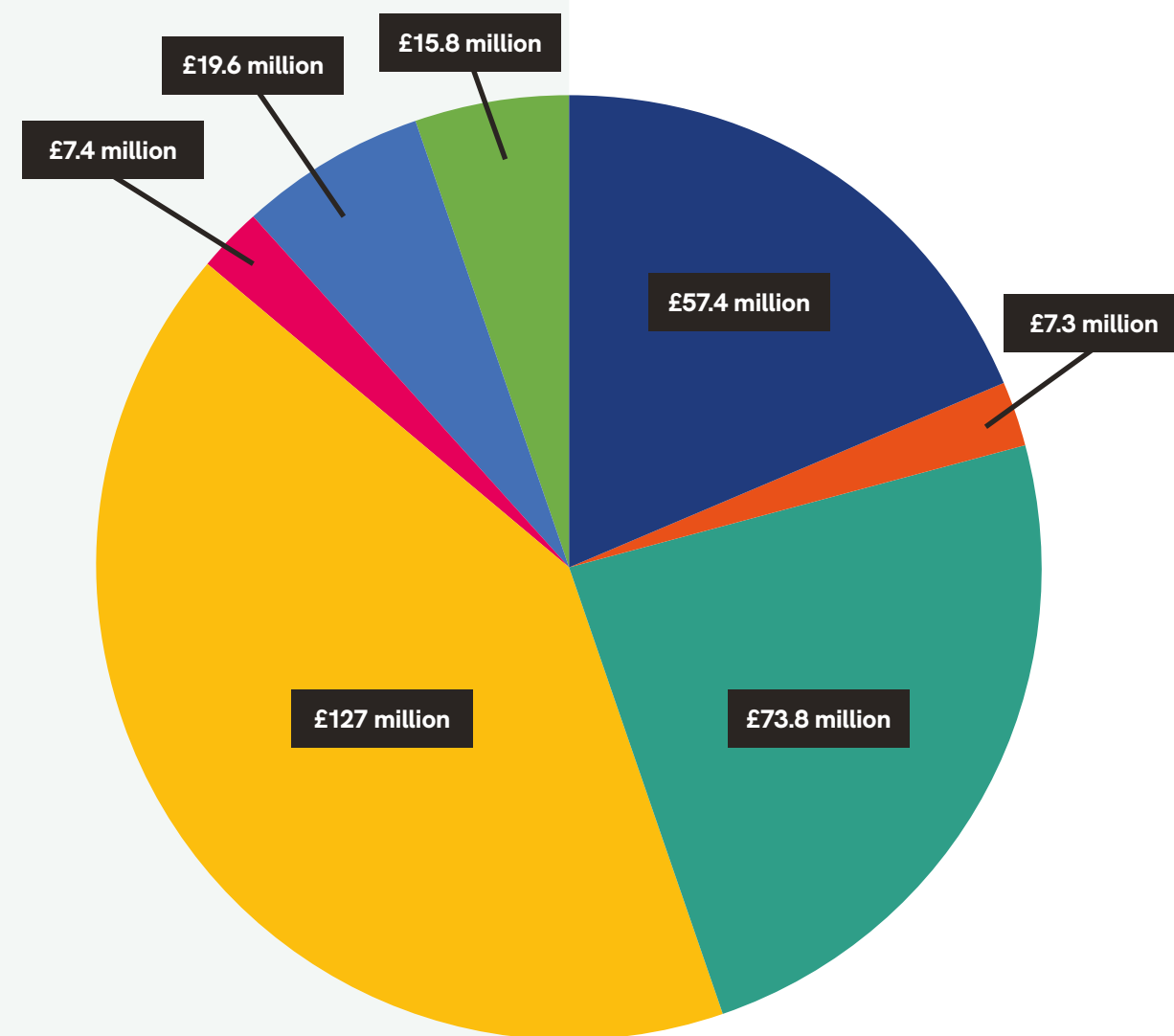


Figure 3: Competitive funds up to 2027

## City Region Sustainable Transport Settlement

Further to secured funding via competitive means the North East CA has access to further substantial funding through the devolved funding central Government has made available for sustainable transport investment, in the form of the City Region Sustainable Transport Settlement (CRSTS). This includes:

- A first CRSTS settlement totalling **£563 million** of capital funds over 2024- 2027, uplifted a further £23 million to deliver projects in County Durham over the same period.
- This includes £85m of our Transforming Cities Fund Tranche 2 programme which is currently in delivery.
- A CRSTS revenue grant of **£21.21 million** to support capital delivery.
- A second CRSTS settlement which indicatively stands at **£1.85 billion** over the period 2028 - 2032 inclusive of capital and revenue funds.

Further to the above funding provided by CRSTS, through the Deeper Devolution Deal, Government have committed to moving the region towards a single funding settlement for transport. At a minimum there is an expectation that the funding associated with a single settlement would exceed the second CRSTS settlement in scale. We believe this to be a proportional and affordable share of national transport funding which should be allocated to our region from Government in the period from 2032 to 2040.

## Investment fund

Through the Devolution Deal, the North East CA have greater control over funding across the region, including more than £4.2 billion of additional investment over 30 years from 2024. This is provided for via the North East Investment Fund which could also act as a source of capital and revenue funding for investment in the interventions included in the Delivery Plan, subject to prioritisation, agreement, and approval of interventions through the Single Assurance Framework.

### Additional funding

In addition to the grant funding immediately available and in the control of the North East CA there are further grant funding avenues available to both the region and its partners to fund Delivery Plan interventions including:

- Direct funding from the Government provided to Nexus specific to operating and maintaining the Metro System.
- Local authority capital funding, from council income or prudential borrowing.
- Competitive funding allocated from Central Government to its executive agencies such as Active Travel England and the Office for Zero Emission Vehicles.
- Leveraging further competitive funding from wider sources than traditional transport funding routes to deliver place-making and connectivity improvements.
- National budgets for Network Rail and National Highways.

## Leverage and financial levers

Beyond the sources of grant funding outlined above there are various instruments available to the region and its partners to either fund or finance the interventions included within the Delivery Plan. The below provides a summary of the available levers to the North East CA, for the purposes of the Delivery Plan we have discounted user charges such as fare rises, tolling and levies as a means of generating contributions towards infrastructure investment.



## Land Value Capture

Land Value Capture (LVC) provides a financing mechanism that generates funding from an increase in land value that results from public infrastructure investment. As a result of investment in new transport links, roads or public amenities surrounding land increases in value due to being more desirable for development. Typically, there are two ways interventions included within the Delivery Plan could utilise LVC:

- **Developer contributions:** Landowners or developers who stand to benefit from public infrastructure investment contribute to the cost of the infrastructure through direct payments, the provision of land, or the construction of infrastructure as part of their development.
- **Tax Increment Financing:** Increases in property tax revenue that results from rising property values is used to finance the infrastructure, in essence future income is utilised to pay for the cost of the project in the present, typically through prudential borrowing.

Advantages of utilising LVC as a means of funding infrastructure are centred on the notion that LVC ensures that those who benefit the most from public investment make a fair contribution, it provides a means of funding infrastructure that may be unaffordable in the immediate term, and by linking infrastructure funding to development it encourages development in areas that will benefit most from an uplift in public investment.

## Planning Gain

This plan will be implemented and continuously refined to support local growth, addressing the necessary infrastructure requirements. This approach ensures alignment with local infrastructure delivery plans in both the timing and execution of investments.

Property related charges can typically be used by local authorities as a means of generating funds for infrastructure projects, usually this income would provide a means of match funding an intervention to extend the reach of grant funding. Property related charges that will be utilised in the delivery of interventions within the Delivery Plan, include:

- **Community Infrastructure Levy (CIL):** CIL is a charge that local authorities can impose on new developments to raise funds for the infrastructure needed to support the growth that development brings. The levy is calculated based on the size and type of the development and could be utilised to part fund infrastructure such as highways improvements and active travel. Within the North East Newcastle City Council currently have a CIL.
- **Section 106 Agreements (S106):** S106 enables a local authority to negotiate with a developer, as part of the planning system to provide funding for infrastructure as a condition of obtaining planning permission. Typically, this would be for named transport links, that are essential for connectivity, our CRSTS proposals are substantially match funded via S106 agreements.

## Private sector investment

**Private sector investment** can play a crucial role in funding infrastructure interventions acting to complement public sources of funding. Public Private Partnerships (PPPs) are relatively commonplace in the UK, they are collaborative agreements between public bodies and the private sector to finance, build and occasionally operate infrastructure projects, an example of this within the North East is the Tyne Tunnels, which was built and is now operated in partnership with the private sector.

Institutional investors, pension funds and infrastructure funds like the UK Infrastructure Bank also present viable routes towards financing larger scale investments.

In addition, we also have the ability to leverage the region's purchasing power and procurement activity to lever additional private sector investment. A good example of this is in the installation of public EV charging infrastructure (EVCI), although this is predominantly delivered through competitive public funding, when we procure Charge Point Operators to undertake the delivery of EVCI, we do so through a framework established through the North East Procurement Office which has been designed to leverage private sector match investment which could be utilised to bring forward further investment in infrastructure.

## Prudential borrowing

Prudential borrowing allows local authorities to fund infrastructure interventions by borrowing funds on the basis that the debt can be serviced without putting undue strain on finances. The North East CA like other combined authorities has specific borrowing powers that allow us to raise funds for infrastructure and other capital investments. The Public Works Loan Board provides loans to local authorities at lower than market interest rates and form an accessible source of borrowing for large scale infrastructure projects. Prudential borrowing remains a financial lever available to the North East CA and its constituent local authorities who frequently fund their own capital programmes via prudential borrowing.





Powers and partnerships

To realise the LTP and the Delivery Plan in full, the North East CA will be required to leverage the range of powers and responsibilities, which the region already benefits from, and to make the case to Government for further powers. We must also be cognisant of the need to work in deeper partnership with executive agencies and non-departmental public bodies such as National Highways and Network Rail, as facilitated by our Devolution Deal, whilst seeking for the formalisation of these partnerships through further devolution.

In December 2024, the government published the English Devolution White Paper, which represents a positive step towards widening and deepening devolution across England. The White Paper offers the North East Mayor and Combined Authority further opportunities to leverage enhanced powers and responsibilities to deliver our aspiration for a truly integrated transport network. We will continue to work in partnership with government to build on the foundation of our Devolution Deal, and will continue to refine our approach to the delivery of the Local Transport Plan as the legislative framework for devolution evolves.

Bus partnership and Bus Reform

The North East Enhanced Partnership (EP) works together to deliver the National Bus Strategy and the objectives of the Bus Service Improvement Plan (BSIP). So far, the partnership has introduced impactful initiatives using £163.5 million in funding. These include discounted ticketing, with 21 and under £1 single fares, multi-modal adult day tickets, investments in bus services, and new bus priority measures to speed up buses.

Following devolution, we now have access to bus franchising powers under the Transport Act 2000. A bus reform project has been initiated to consider the most effective delivery model for future bus services across our region, including, considering how we can deliver the truly integrated transport network we desire, which will in turn support the delivery of the North East CA missions- and the LTP objectives.

Rail partnerships

Achieving the region’s ambitions for rail relies on deeper partnership working with a range of bodies. Currently The North East’s Local rail services are operated by Northern Trains Limited and managed through the Rail North partnership (joint DfT/TfN). Some functions are devolved to the North East Rail Management Unit (NERMU), but these are limited. We are keen to explore further devolution of rail functions including the establishment of a formal North East Rail Board.

Our region has a self-contained local rail network covering the wider North East (including Tees Valley). Stations on the local rail network are currently owned by Network Rail and operated by Train Operating Companies (Northern or LNER) with interchanges available at some stations with the Tyne and Wear Metro (Sunderland, Heworth, Newcastle Central) with Northumberland Park due to be delivered in 2024. We are keen to explore the opportunity to bring rail stations under local public control.

As a region we are in a unique position in that we run our own local railway (the Tyne and Wear Metro) through Nexus. Nexus owns and operates 60 stations, 77.5km of track and 89 metro cars along with the associated control systems. Nexus

also has functions to identify, plan and deliver rail enhancements. In partnership with Nexus, we will work with Government to deliver business cases that reflect our ambition to upgrade and extend the Metro and reopen lines including the Leamside Line.

We will continue to seek further devolved powers to achieve long-term funding streams for rail, so we have the freedom and flexibility to plan and deliver a more seamless, co-ordinated, and integrated rail service across the North East and are seeking a formal relationship with the Great British Railways (GBR) transition team to better integrate local rail services to operate as one network to better serve our people and businesses.

Highways

As the region’s roads are split into differing responsibilities including the Strategic Road Network operated by National Highways and Transport for the North’s role in defining the strategy for and improvements on the Major Road Network, the North East CA will work in partnership with our constituent local authorities, National Highways and Transport for the North to ensure that investment on the road network reflects regional priorities. This includes ensuring our road network is safe, accessible, resilient, and well maintained.

We will seek a deeper formal partnership between the North East CA and National Highways, to ensure a joined-up approach towards highways, including securing a greater local say in National Highways discretionary funding and on the investment and prioritisation of interventions on the Strategic Road Network, to ensure local priorities are heard, and growth and capacity improvements are suitably unlocked.

Funding options

Funding options are set out below against the intervention packages outlined in Section 5, demonstrating that there is a range of sources of funding the interventions included within the Delivery Plan pipeline:

Area of focus	Financial requirement	Potential source of investment
Planning journeys / informing users / supporting customers	£97.3 million	Competitive Funding, CRSTS, Other funding sources inc. investment fund, local authority and Nexus contributions, powers, and partnerships.
Ticketing and fares	£98.0 million	Competitive funding, other funding sources inc. investment fund, private sector investment, powers, and partnerships.
Reach and resilience of infrastructure	£7.37 billion	Competitive funding, CRSTS, other funding sources inc. investment fund, local authority and Nexus contributions, National Highways, Network Rail, Land Value Capture, property related charges inc. S106, prudential borrowing, private sector investment powers, and partnerships.
Safety, especially of women and girls, and other improvements in service quality	£412.9 million	Competitive funding, CRSTS, other funding sources inc. investment fund, local authority and Nexus contributions, National Highways, Network Rail, powers, and partnerships.
Connections between different transport types	£346.3 million	Competitive funding, CRSTS, other funding sources inc. investment fund, local authority and Nexus contributions, National Highways, Network Rail, Land Value Capture, property related charges inc. S106, prudential borrowing, private sector investment powers, and partnerships.
TOTAL	£8.32 billion	

Table 5: Funding options

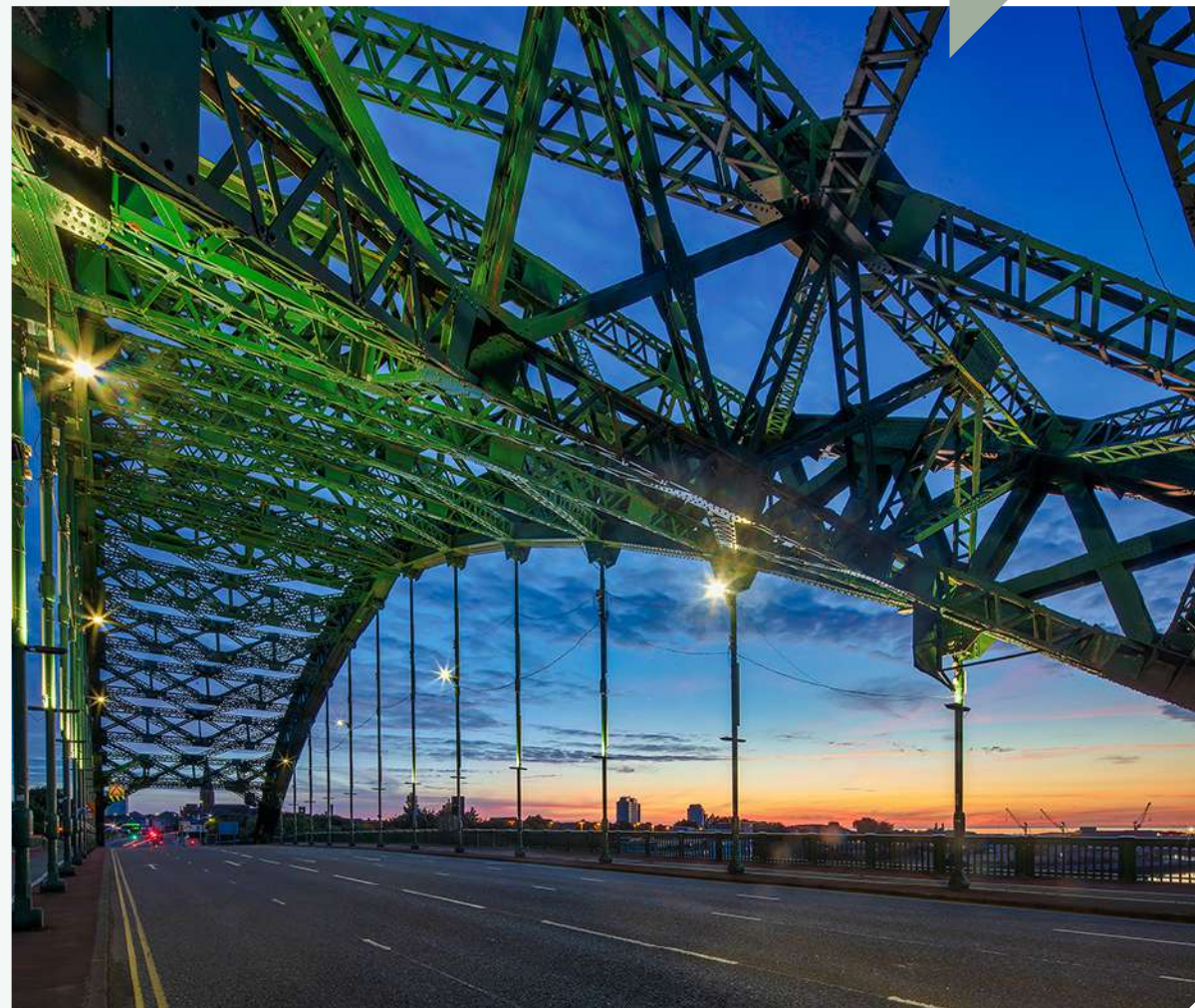


## Summary

This section has shown that the Delivery Plan is supported by a funding programme that includes substantial capital funding provided through our Devolution Deal, that there are a range of powers and responsibilities that can be leveraged to deliver the ambition of the LTP and Delivery Plan and that there are notable opportunities to utilise the financial levers available to the region and secure private sector investment and contributions towards the interventions included in the Delivery Plan.

Over the lifetime of the LTP and Delivery Plan we will work closely with executive agencies and non-departmental Government bodies such as Network Rail, National Highways and Active Travel England to influence funding decisions within our region that are not in our direct control and we will actively work with Government to secure a greater local say on how national funding is spent and allocated within our region, including through discussions on further integrated and devolved funding.

In summary, this chapter demonstrates that delivery of the objectives of the LTP and the £8.3 billion required to realise the Delivery Plan pipeline in full is a viable proposition, given the availability of funding immediately available to the region, the potential to leverage further funding and the opportunity to work in deeper partnership through our Devolution Deal, as well as the opportunity to leverage private sector investment.



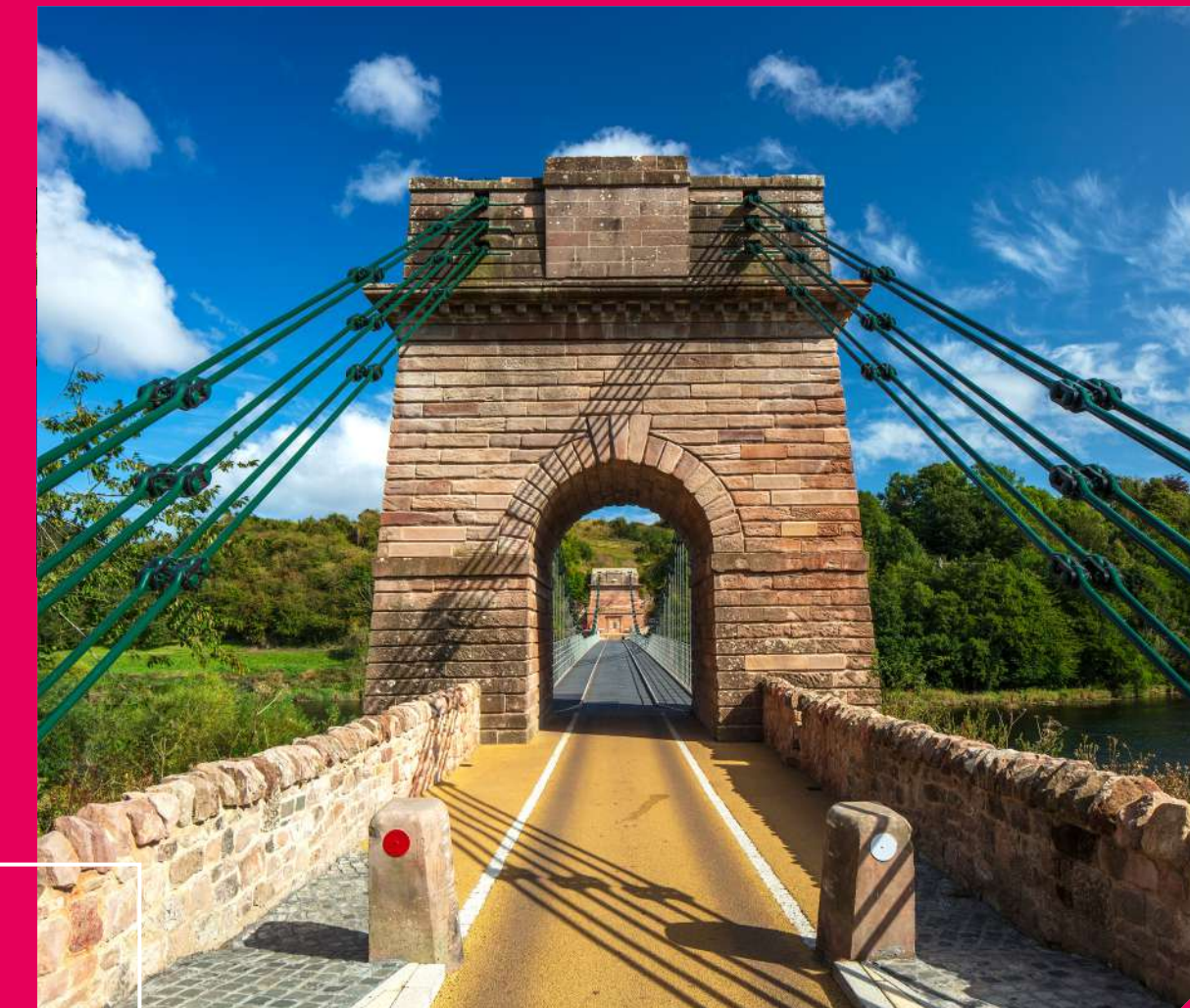
## Section 7: Managing risks, monitoring outcomes and assurance

### Risk management strategy

All interventions included within the Delivery Plan will be subject to potential risk. Risk management enhances strategic planning and prioritisation, assisting in achieving objectives and strengthening the ability to respond to challenges. A risk management strategy minimises the impact of risks and identifies opportunities for improvement.

A consolidated risk approach for all the interventions included within the Delivery Plan has been devised, as the earlier that a risk is identified, and a risk management process applied, the more opportunity there is to influence outcomes and ensure delivery mitigations are in place.

Different techniques have been used to identify risk, including reviewing common risks for similar projects and programmes of projects (for example the region's Transforming Cities Fund Tranche 2 and Bus Service Improvement Plan programmes), risk workshops and ongoing input and discussions with key stakeholders.





High level risk assessment and plan

The primary output of a risk management strategy is the risk register. A high-level risk register has been developed and sits behind the Delivery Plan. This risk register forms the basis of and supports the development of risk registers for individual interventions included within the Delivery Plan.

A summary of the key risks that have been identified is presented below:

Risk	Risk owner	Expected result (no action)	Mitigation
Cost pressures associated with the delivery of individual proposed schemes, and their own risks which accompany each of these	North East CA and regional scheme promoters	This could result in delays to individual intervention delivery, reduction in scope, or full intervention changes to be required. Value for Money may decrease.	Pipeline to be kept as a live document so that costs can regularly be reviewed and refreshed where required. An appropriate level of risks to be added to each intervention to try and mitigate the pressures of any cost increases.
An intervention does not have local political support	North East CA and regional scheme promoters	Delivery would be at risk if the intervention did not have required support.	Local consultation with Members has taken place on all interventions within the Pipeline ensuring support. This exercise will be repeated where there are any changes to members within local authorities.
Not enough resource to develop and deliver interventions resulting in delayed delivery.	North East CA and regional scheme promoters	Delivery of interventions is delayed. Potentially cost implications and delay in realising benefits.	North East CA will monitor the development and delivery of interventions within the Delivery Plan. Revenue funding to be made available where possible and necessary to assist with additional project management and design support. Ongoing discussions with Government on future capital and revenue settlements.

Table 6: Top risks

The risk register will remain a live document and will be fully reviewed and refreshed on a six-monthly basis, or as and when required should any new risks materialise or be dealt with in a way that means they can be removed from the register.



Monitoring and evaluation framework review

To ensure the successful implementation of our Delivery Plan, a Monitoring and Evaluation (M&E) Framework has been developed and is provided in full at Annex D. It is important to consider M&E from the offset, as the principles used for the Delivery Plan can then be carried into the delivery of each of the interventions included within the Delivery Plan. This will also ensure that the required data collection can be done coherently and consistently.

The M&E Framework will be used to monitor the delivery and outputs of the interventions within the Delivery Plan and evaluate their impact and performance against the objectives and Key Performance Indicators (KPIs) set out within the LTP.

Annex D explores the key principles by which the Delivery Plan will be monitored and evaluated and provides a basis under which M&E will operate for the interventions included within the Delivery Plan. As a summary, these key principles are:

- Accountability
- Reporting compliance
- Developing best practice

This approach ensures that as a region we have the capacity and tools required to fully establish the outputs, outcomes and impacts of the pipeline of interventions included within the Delivery Plan.

Approaches to monitoring the plan and interventions.

As examined in the M&E Framework in Annex D, there are a variety of data sets held at a regional and local level which can be used to assist in monitoring the delivery of the Delivery Plan, and the success of achieving the KPIs set out within the LTP. These data sets can then be further explored at an individual intervention level as proposals progress towards delivery.

The North East CA Performance, Insight and Risk Team will play a pivotal role in the success of this exercise, through the collation and analysis of data sets. Input from other key stakeholders within the region to provide the data and insights required to fully understand the impact of the delivery of the LTP and Delivery Plan will also be required. This includes our constituent local authorities, Nexus, bus operators, Transport Analysis Data Unit and Urban Traffic Management Centre. We will use our long-established relationships with our regional stakeholders and where required liaise with other partners to ensure the success of M&E activities.

The tools needed for effective M&E will be tailored to the specific objectives and requirements of an intervention. We will use a variety of data collection and analysis tools that fit these requirements as necessary. At an LTP and Delivery Plan level, M&E will be the responsibility of the North East CA, whereas on an individual intervention level, this responsibility will lie with the scheme promoter.



## Assurance and approval

Assurance will be undertaken in line with the North East CA Single Assurance Framework (SAF). The SAF sets out the robust decision-making and delivery arrangements in place within North East CA, detailing how potential investments will be appraised, and funding allocated. Section 8 of the SAF sets out the processes for transport interventions, with the Delivery Plan and prioritisation process covered in Section 8.3. It notes how the Delivery Plan forms part of the project initiation process for transport interventions, with the intervention forms, as introduced in Section 2 of the Delivery Plan, forming the basis for onward prioritisation and sifting exercises.

The full appraisal process detailed within Section 8 of the SAF, however, in summary:

- The appraisal process within the SAF is consistent with the HM Treasury’s Green Book and Business Case Appraisal process. For transport interventions, this also includes supplementary and department guidance such as the Department for Transport’s TAG appraisal guidance.
- We will ensure Value for Money (VfM) and transparency of transport interventions through the assessment of the Appraisal Summary Report (ASR), Outline Business Case (OBC), and Full Business Case (FBC), With the assessment proportionate to the scale of investment. Greater scrutiny and emphasis on VfM will be undertaken as interventions progress through the business case stages.

- The North East CA will be responsible for ensuring that modelling and appraisal is sufficiently robust and fit for purpose for the intervention under consideration, and that it meets the guidance set out in TAG.
- VfM will be independently scrutinised on behalf of North East CA as part of the appraisal process, either by expertise in house (but with responsibility sitting outside of the business area developing or promoting the business case), or via a commission to a specialist transport consultant, fully independent from the scheme promoters and with no involvement in the development of the scheme being appraised. There is a general expectation that all interventions must endeavour to achieve “high” VfM, where benefits are at least double the costs as set out in DfT guidance, at all stages of the approval process.

Business Case approvals will be taken in line with the Single Assurance Framework, including agreed delegations dependent on scale and level of capital draw down i.e., through our Head of Paid Service (Chief Executive) in consultation with either the Transport Advisory Board or Investment Programme Board.

## Summary

This section provides an overview of the risk management strategy and the key risks that have emerged from the development of the Delivery Plan risk register. The Delivery Plan Monitoring and evaluation framework was also outlined, which sets out how the delivery of the interventions within the Delivery Plan will be monitored, and the outcomes evaluated. Finally, the assurance process which describes how an intervention from the pipeline advances towards delivery was summarised.



# Section 8: Reporting and refreshing

## Methodology

This section sets out how we will ensure that our Mayor, Cabinet, and stakeholders are kept informed of the progress, development and delivery of the interventions included within the Delivery Plan and how new interventions will be captured and assessed.

## Capturing new Interventions and testing

New Interventions will continually emerge over time as a response to the changing needs of the region and its transport network, therefore the Delivery Plan pipeline provided in Annex E and summarised in Sections 5 and 6, will be maintained as a live programme, to ensure that developing propositions can be added at a later date, and interventions included within the pipeline can be amended as they develop over time.

Any intervention seeking entry into the pipeline will be assessed against the testing outlined in Section 3 and 4.

It is intended to host the Delivery Plan online, so that stakeholders can view real time updates on the progress of interventions, which will include schematics if applicable, key milestones, and any consultation opportunities. This will be investigated within the first year following the publication of the Plan. In addition as interventions are developed further engagement will take place in the design of those interventions by the representative scheme promoter.,

## Reporting progress

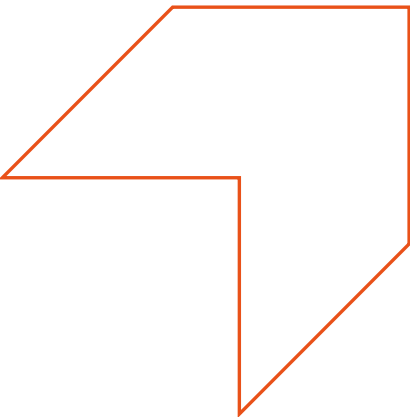
Progress on the Delivery Plan will be reported through North East CA Cabinet on a regular basis to ensure that Members are fully sighted of the advancement and delivery of interventions included within the Delivery Plan, regular progress reports will be published via the North East CA website.

All interventions included within the Delivery Plan will be governed by the regionally agreed Single Assurance Framework, including reporting and decision-making requirements the North East

The outputs and outcomes of interventions included within the Delivery Plan will be monitored in line with the Monitoring and Evaluation Framework provided at Annex D and fed into our business intelligence department, as part of the continued monitoring process.







Annex A: Glossary of Terms

Acronym	Definition
ATE	Active Travel England
ATF	Active Travel Funds
BSIP	Bus Service Improvement Plan
CIL	Community Infrastructure Levy
CRSTS	City Region Sustainable Transport Settlements
CRSTS1	The North East's CRSTS Programme for the first submission, covering 2024-2027 (other MCAs 2022-2027)
CRSTS2	The North East's CRSTS Programme for the second submission, covering 2027-2032
DfT	Department for Transport
EATF	Emergency Active Travel Fund
EP	North East Enhanced Partnership
EV	Electric Vehicle
EVCI	EV charging infrastructure
GBR	Great British Rail
GHG	Greenhouse Gas
ISA	Integrated Sustainability Appraisal
KRN	Key Route Network
LCWIP	Local Cycling and Walking Infrastructure Plan
LUF	Levelling Up Fund
LVC	Land Value Capture
M&E	Monitoring and Evaluation



Acronym	Definition
MCA	Mayoral Combined Authority
Metro	Overground and underground light rail rapid transit system serving Tyne and Wear (Newcastle, Gateshead, North Tyneside, South Tyneside, and Sunderland)
MHCLG	Ministry of Housing Communities and Local Government
MRN	Major Road Network
NBS	National Bus Strategy
NH	National Highways
NR	Network Rail
North East CA	North East Combined Authority
NERMU	North East Rail Management Unit
Nexus	Body of North East CA, which is responsible for aspects of public transport within Tyne and Wear including Metro and Ferry
SAF	Single Assurance Framework
s106	Section 106 agreements
SRN	Strategic Road Network, roads where National Highways are the highway authority.
TAG	Transport Analysis Guidance
TAMP	Transport Asset Management Plan
TCF	Transforming Cities Fund
TfN	Transport for the North
TRSE	Transport Related Social Exclusion
ULEV	Ultra Low Emission Vehicle
UTMC	Urban Traffic Management and Control
VfM	Value for Money
ZEBRA	Zero Emission Bus Regional Areas Fund
ZEV	Zero Emission Vehicle



## Annex B: Policy mapping and future scenario testing

### Policy mapping

Policy Mapping - Drivers					
Policy commitment	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
Planning journeys/informing users/supporting customers					
1) Information, help or assistance should be easily available and accessible to everyone before, during, and after a journey.	1	0	1	0	1
2) Live journey information should be accurate and consistent wherever and however it is being accessed. It should be presented in a way which is understandable and trusted by people.	2	0	1	0	1
3) The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.	2	1	2	0	2

Key:   -2 Significant Negative Effects   -1 Minor Negative Effects 0 Neutral   1 Minor Positive Impacts   2 Significant Positive

Policy Mapping - Drivers					
<i>Policy commitment</i>	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
Ticketing and fares					
4) Fares and tickets should be as simple and easy to use as possible.	2	1	1	0	2
5) People should be able to make a journey across the whole region, travelling between County Durham, Tyne and Wear, and Northumberland, incorporating bus, Metro, rail, and the Shields Ferry with ticketing products and payment methods which enable seamless travel.	2	1	2	0	2
Reach and resilience					
6) The geographical reach of the integrated transport network should extend into every community of the North East, including our rural and coastal areas.	2	1	2	0	2
7) To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.	2	1	2	1	1
8) Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities, enhancing the reach of the network.	2	1	2	0	2

Policy Mapping - Drivers					
<i>Policy commitment</i>	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
Reach and resilience					
9) There should be strong transport connectivity beyond our boundaries for both people and freight.	1	0	1	2	2
10) Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.	1	2	2	0	1
11) The network should be able to deal with disruptions, accidents, and extreme weather more effectively.	0	1	1	0	2
12) Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.	1	1	2	0	1
13) Charging infrastructure for zero emission vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.	2	1	2	0	2
14) Capacity should be boosted on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.	1	1	1	2	2

Policy Mapping - Drivers					
<i>Policy commitment</i>	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
Safety, especially of women and girls, and other improvements in service quality					
15) There should be clear and effective channels through which to report harassment and violence against women and girls on the network.	2	0	1	1	1
16) Targeted action should be taken, and resources should be assigned, to preventing violence against women and girls on the region's transport network. This should cover preventing offences from happening but should also look to tackle the root causes of violence and prevent it from developing.	2	0	1	1	1
17) Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.	2	0	1	0	2
18) Roads should be made safer, with a specific focus on the most vulnerable users.	2	0	1	0	2
19) Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.	0	1	1	0	2

Policy Mapping - Drivers					
<i>Policy commitment</i>	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
Safety, especially of women and girls, and other improvements in service quality					
20) The customer experience should be transformed setting the highest service standards, where users can expect the provision of safe, reliable, clean, and efficient transport infrastructure.	2	1	2	0	1
21) The network should have consistent and cohesive branding such as colour schemes, signage, design standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations.	1	0	2	0	1
22) The North East should set the highest standards for a fleet of green public transport vehicles.	0	2	0	1	1
23) People should feel a sense of pride in the network and be keen to use it again.	2	1	2	1	1



Policy Mapping - Drivers					
<i>Policy commitment</i>	Home of real opportunity	Home of the green energy revolution	Home to a growing and vibrant economy for all	A welcoming home to global trade	A North East we are proud to call home
Connections between different transport types					
24) The region should no longer consider different forms of transport as separate networks and should move to one integrated and highly interconnected network which people can travel through seamlessly making door to door journeys.	2	1	2	0	2
25) The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.	1	1	2	0	2
26) There should be well co-ordinated public transport timetables and services which complement each other to enable seamless transfer from one type of transport to the next.	0	1	2	0	1
27) The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.	1	0	2	0	1
28) Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys	1	0	2	0	1

## Future scenario testing

Policy mapping - drivers				
<i>Policy commitment</i>	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
Planning journeys/informing users/supporting customers				
1) Information, help or assistance should be easily available and accessible to everyone before, during, and after a journey	1	1	1	1
2) Live journey information should be accurate and consistent wherever and however it is being accessed. It should be presented in a way which is understandable and trusted by people	1	1	1	1
3) The integrated network should have a strong identity to give confidence in the network and encourage people to make greener journeys.	1	1	1	1

**Key:**

- 1 Means the objective is robust in the specified scenario
- 2 Means the objective needs modified in the specified scenario
- 3 Means the objective is redundant in the specified scenario

Policy mapping - drivers				
<i>Policy commitment</i>	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
Ticketing and fares				
4) Fares and tickets should be as simple and easy to use as possible.	1	1	1	1
5) People should be able to make a journey across the whole region, travelling between County Durham, Tyne and Wear, and Northumberland, incorporating bus, Metro, rail, and the Shields Ferry with ticketing products and payment methods which enable seamless travel.	1	2	1	1
Reach and resilience				
6) The geographical reach of the integrated transport network should extend into every community of the North East, including our rural and coastal areas.	1	1	1	1
7) To support the development of the integrated network, there should be a joined-up approach to transport infrastructure investment and spatial planning.	1	1	1	1
8) Transport services should meet the demands of people, accommodating shift patterns for work and late evening social activities, enhancing the reach of the network	2	2	1	1

Policy mapping - drivers				
<i>Policy commitment</i>	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
Reach and resilience				
9) There should be strong transport connectivity beyond our boundaries for other people and freight.	1	2	2	1
10) Infrastructure that enables people to walk, wheel, or cycle should be central to the transport network and should link to public transport for longer journeys.	2	1	1	1
11) The network should be able to deal with disruptions, accidents, and extreme weather more effectively.	2	2	1	1
12) Our highway network should provide essential access to all areas of the region, with particular emphasis on rural and coastal communities, who often bear the brunt of disruptive weather patterns.	1	2	1	2
13) Charging infrastructure for zero emission vehicles (ZEVs) should be present across the whole network, including at key stations and interchanges and rapid charging hubs.	2	2	2	1
14) Capacity should be boosted on the East Coast Main Line and the Durham Coast Line to meet our need for more long-distance rail passenger and freight services, supporting strong connectivity beyond our boundaries.	1	2	1	2

Policy mapping - drivers				
<i>Policy commitment</i>	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
Safety, especially of women and girls, and other improvements in service quality				
15) There should be clear and effective channels through which to report harassment and violence against women and girls on the network	1	1	1	1
16) Targeted action should be taken, and resources should be assigned, to preventing violence against women and girls on the region's transport network. This should cover preventing offences from happening but should also look to tackle the root causes of violence and prevent it from developing.	1	1	1	1
17) Women and girls should have increased trust, confidence, and perceptions of safety on the transport network.	1	1	1	1
18) Roads should be made safer, with a specific focus on the most vulnerable users.	1	1	1	0
19) Integrated public transport services on the network must comply with legal and policy accessibility requirements, including ensuring services are accessible for all. Drivers and staff should ensure that everyone feels welcome and safe at stations and on services, strengthening confidence in the network.	2	1	1	1

Policy mapping - drivers				
<i>Policy commitment</i>	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
Safety, especially of women and girls, and other improvements in service quality				
20) The customer experience should be transformed setting the highest service standards, where users can expect the provision of safe, reliable, clean, and efficient transport infrastructure.	2	2	1	1
21) The network should have consistent and cohesive branding such as colour schemes, signage, design standards, and quality of service, so that there is a clear 'look and feel' of the network on routes, stops, and stations.	1	1	1	1
22) The North East should set the highest standards for a fleet of green public transport vehicles.	1	1	1	1
23) People should feel a sense of pride in the network and be keen to use it again.	1	2	1	1
Connections between different transport types				
24) The region should no longer consider different forms of transport as separate networks and should move to one integrated and highly interconnected network which people can travel through seamlessly making door to door journeys.	1	1	1	1



Policy mapping - drivers				
Policy commitment	Just about managing	Digitally distributed	Prioritised places	Urban zero carbon
Connections between different transport types				
25) The integrated network should be based around making it easier to switch between different types of transport including public transport, active travel, taxis, and other transport options such as Park and Ride, micromobility and community transport.	1	1	1	1
26) There should be well co-ordinated public transport timetables and services which complement each other to enable seamless transfer from one type of transport to the next.	1	1	1	1
27) The Shields Ferry should continue to be a vital part of the integrated network, with even better linkages with other types of transport.	1	1	1	1
28) Park and ride provision should be comprehensive, enabling people to seamlessly switch onto fast and frequent onward journeys	1	1	1	1

## Annex C: Options assessment matrix

Score					
	-2	-1	0	1	2
North East Local Transport Plan strategic theme					
<b>A healthier North East</b>	Significant Negative impacts in relation to health	Minor Negative Impacts in relation to health	Neutral impact on health	Minor Positive Impacts in relation to health	Significant Positive Impacts in relation to health
<b>A better environment</b>	Significant Negative impacts in relation to the environment	Minor Negative Impacts in relation to the environment	Neutral impact on the environment	Minor Positive Impacts in relation to the environment	Significant Positive Impacts in relation to the environment
<b>A more inclusive economy</b>	Significant Negative impacts in relation to the economy	Minor Negative Impacts in relation to the economy	Neutral impact on the economy	Minor Positive Impacts in relation to the economy	Significant Positive Impacts in relation to the economy
Criteria					
<b>Deliverability within timeframe of the LTP (2040)</b>		Not deliverable within the timeframe of the Transport Plan		Deliverable within the timeframe of the Transport Plan	

Score					
	-2	-1	0	1	2
Criteria					
<b>Delivery risk</b>	Potential major risks e.g., in terms of contention, land requirement, TRO requirement and consultation.	Potential minor risks e.g., in terms of contention, land requirement, TRO requirement and consultation.	No known major risks to delivery.		
<b>Improving transport for the user</b>	Significant Negative Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.	Minor Negative Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.	Neutral Impact in relation to improving transport users' experience, safety, reliability, and inclusivity.	Minor Positive Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.	Significant Positive Impacts in relation to improving transport users' experience, safety, reliability, and inclusivity.
<b>Affordability</b>		No known source of funding available or upcoming within the timeframe of the Transport Plan	Currently no committed funding, but a source is or will be available within the timeframe of the Transport Plan	Funding source is in place	
<b>Value for money</b>	Value for Money which is Very Poor	Value for Money which is Poor	No Value for Money information available at present	Value for Money which is Low or Medium	Value for Money which is High or Very High
<b>Carbon reduction</b>		The intervention negatively impacts on carbon reduction	The intervention has no impact on carbon reduction	The intervention positively contributes to carbon reduction	The intervention positively contributes to carbon reduction and a Carbon Assessment has been undertaken

	Future scenarios		
	Score		
	1	2	3
<b>Just about managing</b>	The intervention is robust in the scenario of 'just about managing'	The intervention needs modified in the scenario of 'just about managing'	The intervention is redundant in the scenario of 'just about managing'
<b>Digitally distributed</b>	The intervention is robust in the scenario of 'digitally distributed'	The intervention needs modified in the scenario of 'digitally distributed'	The intervention is redundant in the scenario of 'digitally distributed'
<b>Prioritised places</b>	The intervention is robust in the scenario of 'prioritised places'	The intervention needs modified in the scenario of 'prioritised places'	The intervention is redundant in the scenario of 'prioritised places'
<b>Urban zero carbon</b>	The intervention is robust in the scenario of 'urban zero carbon'	The intervention needs modified in the scenario of 'urban zero carbon'	The intervention is redundant in the scenario of 'urban zero carbon'

The scoring matrix has three main sections: the LTP strategic themes, the set of criteria, and the future scenarios. The first three scores within the matrix are the LTP strategic themes, which were self-scored by the lead promoter within the intervention form. The Future scenarios are as shown in Annex C. The remaining criteria are expanded upon below and were developed alongside available guidance with our stakeholders to ensure that the Government and our wider objectives were also considered when scoring the interventions:

### Deliverability within timeframe of the Local Transport Plan (2040)

- This assesses whether the initiative is deliverable by 2040 or not and has a score of either -1 or 1. Any initiative scoring -1 would be deemed inappropriate for inclusion within this Delivery Plan but would remain within the wider pipeline. This considers the delivery risk, as described below.

### Delivery risk

- This assesses the potential level of delivery risk for each initiative, considering whether it is particularly contentious or novel. Particular risks considered include whether planning permission is required, if a considerable level of consultation is needed, and whether any third-party land is required. This is scored using the risks explicitly described by the promoters within the proforma, as well as our experience of potential delivery risks for certain scheme types.

### Improving transport for the user

- This assesses whether the initiative will provide an improvement to transport for the user, considering the LTP theme of integration. For example, this may consider whether an intervention is resulting in a mode of transport being improved in terms of reliability, frequency or ease of access, or a route is changed to become more direct or safer to use. This will also consider whether the intervention allows for improved integration with other modes of transport and other services.

### Affordability

- This assesses whether the initiative has a funding solution in place, does not have a funding solution but one is likely to be available within the timescales of the LTP (by 2040), or no funding source is available now or is likely to be available within the timescales. This considers a wider variety of funding sources, including known and upcoming competitive Government funding, devolution funding, and locally available sources.

### Value for money

- This assesses whether the initiative has any Value for Money (VfM) information available, and scores based on the VfM category. If no information is currently available, a score of zero is given, so the initiative is not penalised for this.

### Carbon reduction

- This assesses whether the initiative will contribute positively towards carbon reduction and scores the initiative higher if a carbon reduction assessment has also been completed.

## Annex D: Monitoring and Evaluation (M&E) Framework

### 1. Overview

This document sets out a framework and the principles by which the Delivery Plan will be monitored and evaluated. It is vital to set out these principles from the offset to ensure that data collection can be aligned with the objectives and Key Performance Indicators (KPIs) within the Local Transport Plan and Delivery Plan. It also sets a baseline for the interventions within the Delivery Plan as they are further developed and implemented, ensuring a consistent and cohesive approach.

### 2. Key principles

The three key principles of the M&E framework are as follows:

- **Accountability** – this is critical for any public body to demonstrate value for money from public funds and for the accurate recording of benefits of the interventions delivered in our region.
- **Reporting compliance** – implementing high-quality monitoring and evaluation processes will allow us to offer more detailed reporting to our stakeholders, including to Government departments where required for grant funding awards. This will also help expand our evidence base for further developing our pipeline and when accessing competitive funds.
- **Developing best practice** – through monitoring and evaluation we can ascertain the types of interventions that work well in our region to meet the needs of the people in our region as well as reaching the KPIs set out within the Transport Plan, ensuring we achieve our objectives.

These principles should be considered at both the Delivery Plan level and on a scheme-by-scheme basis, to ensure that there is cohesion in the approaches used.

### 3. Data requirements

There are a variety of approaches that can be used for the monitoring and evaluation of the Delivery Plan and the subsequent programmes and initiatives within it. The region has a wealth of data sources that we can draw from to monitor the KPIs within the LTP (section X), alongside a few national datasets.

For individual interventions, there are a variety of local data sources and tools that can also be used to obtain location or intervention-specific outcomes, for example pedestrian and cycle counters, air quality monitoring sensors, and public opinion surveys.

The following table summarises these KPIs, and the data sources used to determine the baseline at a LTP level, which can also be monitored to determine whether these have been achieved. This is further supplemented where possible by the potential data sources on an intervention basis, which could be used to demonstrate how individual elements of the Delivery.

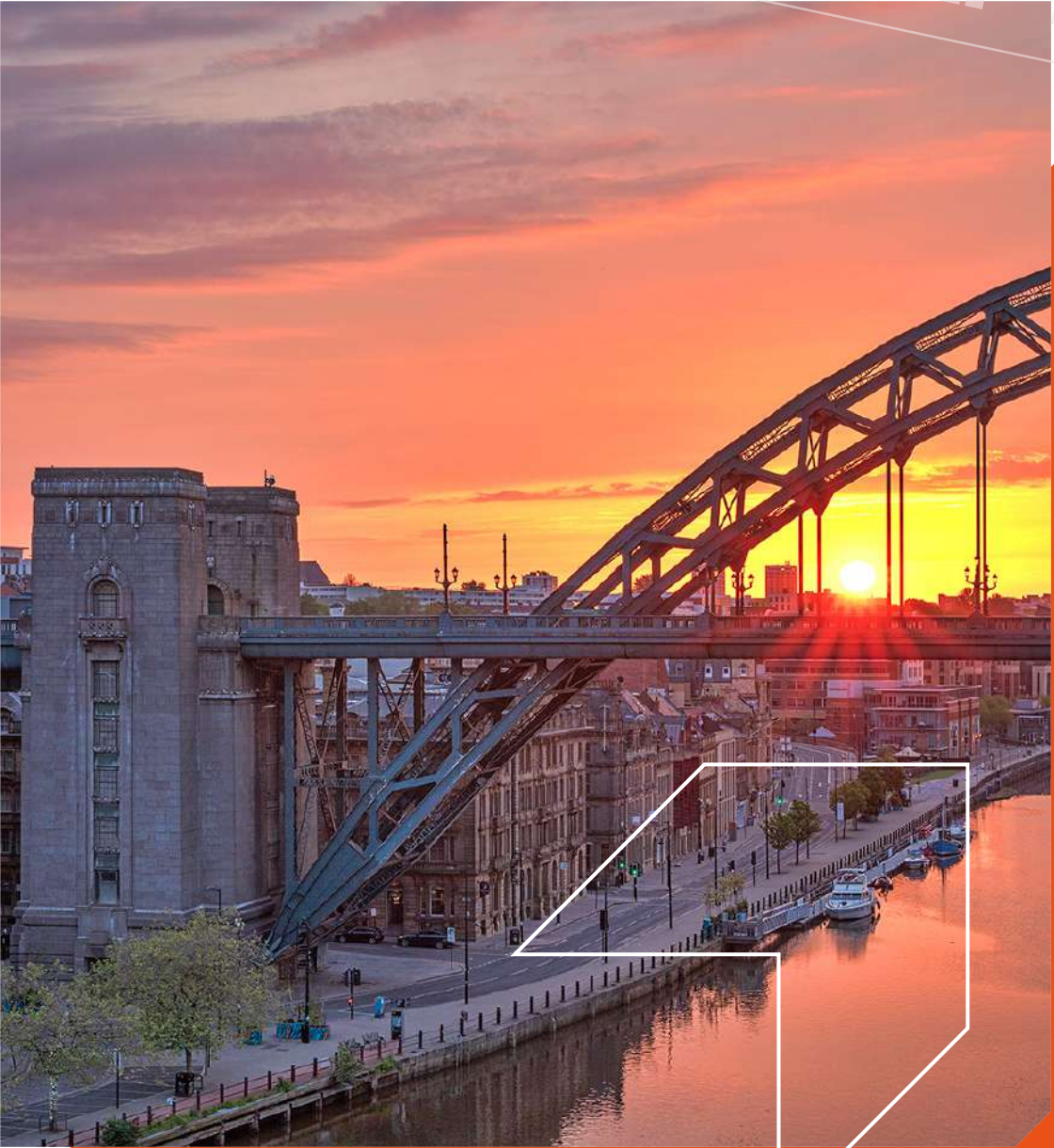


KPI (Direction of Travel)	Baseline Data Source (Transport Plan level)	Baseline Year	Data Sources (at an intervention level)
<b>Sustainable travel</b> (Increase the percentage of journeys made by walking, wheeling, cycling, and public transport as a percentage of total journeys in our region.)	National Travel Survey	2022	Potential for additional localised travel surveys if appropriate
<b>Public Transport Accessibility</b> (Increase the percentage of households that have access to a hospital, GP, secondary education, a town centre and 10,000 jobs within 45 minutes using public transport.)	Public Transport Accessibility Model	2024	
<b>Climate Action</b> (Decrease annual CO <sup>2</sup> emissions per Capita created by transport.)	Department for Business, Environment, Innovation and Skills	2021	Local air quality monitoring sensors to the intervention
<b>Air Quality</b> (Decrease mean hourly reading of NO <sup>2</sup> and PM2.5)	National Automatic Urban and Rural Network (AURN) sites and locally managed automatic monitoring sites	2022	Local air quality monitoring sensors to the intervention
<b>Network Performance</b> (Increase percentage of vehicles using the KRN and SRN travelling at least 85% of speed limit.)	Inrix traffic data	2022	
<b>Road Safety</b> (Significantly decrease the number of people killed or seriously injured amongst North East road users.)	TADU killed or seriously injured 3 year rolling average	2020-2022	
<b>Road Safety</b> (Significantly decrease number of slight casualties amongst North East road users.)	TADU slightly injured 3 year rolling average	2020-2022	
<b>Uptake in ZEVs</b> (Increase proportion of Percentage of all licensed vehicles in the region (excluding HGVs) that are ZEV.	Department for Transport & Driver, Vehicle and Licensing Agency	2022	Monitoring usage of EV chargers – existing and new in the vicinity of a new intervention

A mixture of quantitative and qualitative data will be important to develop a full picture of the impact of the implementation of the Delivery Plan. A variety of tools will be used to monitor and evaluate the KPIs and the performance of the individual interventions. These will be dependent on the KPI/intervention and the data source available.

4. Reporting progress

Progress on the Delivery Plan will be reported to North East CA's Cabinet on a regular basis to ensure that Members are kept up to date with the delivery of the initiatives set out within the Delivery Plan, and the progress on the KPIs within the Transport Plan.







# Annex E: Delivery Plan Interventions

## NE Transport Pipeline - Headline Priorities

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2027				
Safety, especially of women and girls, and other improvements in service quality				
Making Transport Safer and more accessible for women and girls and other vulnerable groups	North East Combined Authority	Development of a Package of safety, security and accessibility measures n the public transport network, making transport safer for women, girls and other vulnerable groups developed with initial revenue delivery and longer-term capital delivery through CRSTS 2.	£300,000	Behaviour Change
Metro Gateline Upgrades and Improvements	Nexus	Improved gatelines at stations on the network to include remote monitoring.	£2,500,000	Metro
Making Bus Infrastructure more accessible, safer and a higher standard	North East Combined Authority	Tranche 1: Safe and accessible bus infrastructure. Tranche 2: Upgrading regionwide bus infrastructure to an agreed standard.	£5,000,000	Bus and Last Mile
Integrating the timetabling of services and onward journey information	North East Combined Authority	Actions to manage and integrate timetabling, working towards a fully integrated public transport network with short term information provision.	N/A	Information, Ticketing and Technology
Accessibility Audits and Training	North East Combined Authority	Review of the physical accessibility of the network with an emerging action plan and the delivery of a training programme for staff across transport delivery and operations.	£100,000	Behaviour Change



Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2027				
Safety, especially of women and girls, and other improvements in service quality				
Supported Travel Enhancements Phase 1 package in Tyne and Wear.	Northumberland County Council	Supported Travel Schemes provided by Nexus on average provide £5.72 of Social Value for each journey completed. Enhancing and/or expanding the current schemes will support more individuals across the region and make travel safer for women and girls.	TBD	Revenue
Rail Reform including North East Rail Partnership	North East Combined Authority	Work with GBRTT and other rail industry stakeholders to progress agreement of rail partnership with GBR (once established), giving the NE greater influence over the rail network.	N/A	Heavy Rail
Measures to enhance Bus passenger experience	North East Combined Authority	Continue Community Bus Partnerships, inclusive of ambassadorial programmes and funding for local improvements and initiatives raised through them.	TBD	Bus and Last Mile
Supporting, maximising and enhancing existing bus routes and key services	North East Combined Authority	Protecting existing routes and key services and delivering nhancements to the network to deliver greater frequency and accessibility across the network.	£35,527,912	Revenue
Travel Safe partnership	North East Combined Authority	Establishment of a Travelsafe Partnership with Transport Operators.	TBD	Revenue
Transport Inclusion - Safety	North East Combined Authority	Short term measures to improve safety at stations across the Metro, Bus and Rail Network working with Northumbria Police and the British Transport Police.	£1,000,000	Revenue

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2027				
Connections between different transport types				
Connected stations (phase 1)	North East Combined Authority	Connecting stations via public and sustainable means. Delivering an uplift in EV charging and enhanced active travel links. Phase 1 is provided by CRSTS 1 funding, Phase 2 will be developed for future funding opportunities.	£6,000,000	Heavy Rail
Bike and Ebike Hire Programme	North East Combined Authority	Development of a regional bike hire programme that is affordable to help people cycle who aren’t able to own/afford a bike. Integrated as part of the region’s sustainable transport network. Hubs will be located at strategic points around the region (transport interchanges, employment sites, town and city centres, residential areas).	TBD	Active Travel
Mobility Hubs	North East Combined Authority	Delivery of Mobility Hubs as a trial across the region to inform subsequent offer, focused on last mile connectivity.	£1,500,000	Behaviour Change
National Highways Partnership	North East Combined Authority	Partnership with National Highways to ensure collaboration and the effective management of the Strategic Road Network.	N/A	Road



Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2027				
Planning journeys/Informing users/Supporting Customers				
Bus Reform	North East Combined Authority	Investigate options for Bus Reform.	£8,500,000	Bus and Last Mile
Delivery of Education based Sustainable transport opportunities	North East Combined Authority	Delivery of a range of transport initiatives to support access to education.	£100,000	Active Travel
Active Travel Champion	North East Combined Authority	Commencing a walking and cycling ambassadorial programme.	£300,000	Active Travel
Fares communication and promotion	North East Combined Authority	Ensuring passengers get value for money through the most appropriate fare with an awareness raising exercise.	£20,000	Information, Ticketing and Technology

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2027				
Reach and resilience of infrastructure				
North Shields Ferry Landing	Nexus	Relocation of the Ferry landing on the north bank of the Tyne to tie in with the regeneration of the fish quay area.	£14,500,000	Ferry
Electric Vehicle Charging Network	North East Combined Authority	Starting the delivery of the largest electric vehicle charging network in the country. This project will install approx. 200 EV chargers across the North East. The location of the charging points will be determined through an enabling study, and sites will be chosen based on the requirement for the charging infrastructure to be easily accessible to a range of different users. (Phase 1 is delivered through CRSTS focused on filling gaps in the network with Phase 2 being developed thereafter).	£4,600,000	Decarbonisation
Residential Electric Vehicle Charging	North East Combined Authority	The expansion of our EV charging network focusing on residential areas where there is a lack of off street parking. Initial forecast of the delivery of over 1200 charging points.	£15,800,000	Decarbonisation
Delivering improved all user connections to Blyth	Northumberland County Council	Delivery of a relief road for Blyth which will create additional radial capacity for Blyth, reducing congestion, improving bus journey time reliability, and creating the space for high quality segregated cycle corridors identified through the Local Cycling and Walking Infrastructure Plan for the town.	£46,000,000	Road
Ticketing and fares				
New payment technologies for Metro (EMV)	Nexus	Delivery of contactless solutions on Metro to be delivered by 2027 to allow tap on tap off payment mechanisms.	£10,000,000	Information, Ticketing and Technology
Supported Travel Enhancements	North East Combined Authority	Subsidised fares to 2027.	£40,000,000	Revenue

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2032				
Safety, especially of women and girls, and other improvements in service quality				
Railway Assets Review	North East Combined Authority	Commission a study into the assets of the railway to improve conditions for local rail operations including their accessibility, achievement of objectives and potential delivery models including opportunities, costs and risks (would include looking at public control of stations).	N/A	Heavy Rail
Making Transport Safer and more accessible for women and girls and other vulnerable groups	North East Combined Authority	Delivery of a Package of safety, security and accessibility measures on the public transport network, making transport safer for women, girls and other vulnerable groups developed with initial revenue delivery and longer-term capital delivery through CRSTS 2.	£99,770,000	Behaviour Change
Connections between different transport types				
Connected Stations including Cycle parking and EV charging and Digital Connectivity (Phase 2)	North East Combined Authority	Connecting stations via public and sustainable means. Delivering an uplift in EV charging and enhanced active travel links.	£30,000,000	Active Travel
Bike and Ebike Hire Programme	North East Combined Authority	Delivery of a regional bike hire programme that is affordable to help people cycle who aren’t able to own/afford a bike. Integrated as part of the region’s sustainable transport network. Hubs will be located at strategic points around the region (transport interchanges, employment sites, town and city centres, residential areas).	TBD	Active Travel
Refurbishing Heworth Interchange bus station	Gateshead Council	Remodelling of Heworth Interchange at a surface level improving connections for buses into and out of the interchange.	£10,500,000	Bus and Last Mile

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2027				
Connections between different transport types				
Bus Reform	North East Combined Authority	Implement findings of Bus Reform. Costs will be fully defined following scheme development.	TBD	Bus and Last Mile
Enhancing the supply and quality of Public Transport passenger information	Nexus	The scheme will deliver enhanced public transport information via a range of means utilising digital and physical means integrating ith recent investments.	£16,000,000	Information, Ticketing and Technology
Delivering more accessible Public Transport Information at stations	Nexus	The NE has existing Visual equipment around the region in the form of Passenger Information Displays at stations and selected stops. This will be upgraded and expanded with additional forms of audio and visual technology to maximise information for all groups in society, including wayfinding, customer and real time information.	TBD	Information, Ticketing and Technology
Sustainable travel projects including school streets	North East Combined Authority	Further active Travel and sustainable transport promotion within schools.	£5,000,000	Behaviour Change
Access to Active Travel Equipment scheme	North East Combined Authority	Identifying and supporting the development of access to equipment schemes such as cycle grants or loans / cycle to work or education schemes for those not in full time employment. This includes exploring a Cycle to Work Alliance. Ensuring people have the means to travel sustainably.	£140,000	Active Travel

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2032				
Reach and resilience of infrastructure				
Metro Essential renewals (post 2025)	Nexus	A fully costed 10 year asset management replacement plan. Prioritised so most urgent work done first. Allows for long term approach to capital funding. Inclusive of £5m for track improvement works at Howdon.	£255,000,000	Metro
Tyne and Wear Metro Re-Signalling	Nexus	A new signalling system for Tyne and Wear Metro, to replace the current, outdated system to allow Metro to continue to operate safely, linking with capacity enhancements and expansion of the Metro network.	£413,000,000	Metro
Rail Extensions Phase 1 - Washington connected by Metro	North East Combined Authority	Extending the Tyne & Wear Metro to Washington using the Leamside Line alignment from Pelaw to Washington, with a new section of track south of the Viaduct then connecting to the former Durham-Sunderland Railway alignment to join the existing Metro network at South Hylton.	£900,000,000	Heavy Rail
Ferryhill station and Sedgefield Parkway	Durham County Council	Reopening of Ferryhill Station and a new parkway at Sedgefield creating link to Teesside and safeguard future Leamside Line aspirations or a Tyne-Tees route.	TBD	Heavy Rail
Upgrades to Seaton Burn/Fisher Lane A1/ A19 Junctions	National Highways	Interim upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road
Upgrades to Moor Farm Junction	National Highways	Interim upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2032				
Reach and resilience of infrastructure				
Bowburn Relief Road	Durham County Council	Reducing the pressure on J61 of the A1(M) and reduce traffic volumes through Bowburn village to facilitate further employment development to the south west of Bowburn village adjacent to the site of the Amazon warehouse and Integra 61. A relief road to bypass the A177 at Bowburn is proposed to intercept traffic travelling between the A688 and the A177 (in both directions).	£26,000,000	Road
A194 White Mare Pool comprehensive junction solution	South Tyneside Council	Interim solution or a fully comprehensive junction solution that has been developed to mitigate concerns with congestion, road safety and air quality. Will achieve the corporate objectives and those of others, including National Highways.	£50,000,000	Road
Murton Gap Delivering the New Metro station in North Tyneside	North Tyneside Council	Development of new station on the Northern Metro loop, and associated infrastructure/ equipment, linked to key sites in the North Tyneside Local Plan (Murton Gap).	£12,000,000	Metro
Future extensions for the Northumberland Line	Northumberland County Council	Improving accessibility to South East Northumberland by rail through additional stations and investigating extensions. Exploring connections to Blyth and Butterwell.	Funding External	Heavy Rail
North East active travel network	North East Combined Authority	Delivering a fully joined-up and region-wide active travel network for walking wheeling and cycling, linking together existing parts of our active travel networks, parks and greenspaces. Designed to a consistent standard with a strong, identifiable brand. Investments will be targeted to extend benefits of existing schemes and existing spaces. Working closely with the community and wider stakeholders to deliver appropriate interventions.	£100,000,000	Active Travel
Film Studio enabling infrastructure	Sunderland City Council	Additional highway infrastructure to accommodate growth. New road layouts, junctions and public transport infrastructure will be required.	£10,000,000	Road



Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2032				
Ticketing and fares				
Comprehensive ticketing and information package	North East Combined Authority	"Sponsoring the delivery of a comprehensive cross modal ticketing, information and planning services solution built in partnership with authorities and operators. Building on work with EMV and Pop 2.0. the project will deliver a single smart transport payment system, real time mapping and will be delivered in phases.	£8,000,000	Information, Ticketing and Technology
Subsidised Fares package	North East Combined Authority	Builds on the Supported Travel Enhancements in Phase 1. Options to be considered include free travel for under 18's across the network and those leaving care and Travel passes for bus / metro for those getting back into work or training. (Indicative costs provided based on delivery to date).	£40,000,000	Revenue
Delivery by 2040				
Safety, especially of women and girls, and other improvements in service quality				
Tyne Valley journey time improvements	Great British Railways	Improving local rail conditions reducing end to end journey times to be more competitive with car based journeys.	Funding External	Heavy Rail
Next Generation Stations programme - upgrading our interchanges	North East Combined Authority	Next generation stations and interchange upgrades programme. A package of upgraded and new interchanges, stations and stops assimilated in partnership with promoters and Operators to test and trial design and technology solutions.	TBD	Bus and Last Mile

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2040				
Reach and resilience of infrastructure				
Major upgrade to the East Coast Mainline	Great British Railways	Major upgrade via East Coast Main Line to include provision for a 7th path for high speed passenger services.	Funding External	Heavy Rail
Reopening the Leamside Line	Great British Railways	Delivery of the Leamside Line to provide capacity relief to the East Coast Mainline and local connectivity benefits.	Funding External	Heavy Rail
Upgrades to Seaton Burn/Fisher Lane A1/ A19 Junctions	National Highways	Long term upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road
Upgrades to Moor Farm Junction	National Highways	Long term upgrades to improve capacity to support economic growth and improve safety.	Funding External	Road
A19 junction improvements and capacity upgrades in North Tyneside, South Tyneside, Sunderland and County Durham	National Highways	Incorporates: - A19-A193 Howdon interchange signalisation; - A19 junction and on-line improvements between Killingworth interchange and Coast Road/Silverlink interchange - A19/A1056 Killingworth - Bridge improvements at Hylton - Jarrow - Lindisfarne Improvements	Funding External	Road

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2040				
Reach and resilience of infrastructure				
A69 route improvements	National Highways	A69 route improvements to improve safety and network performance including potential dualling and/or climbing lanes and targeted junction improvements west of Hexham (including the B6351 Hexham west junction).	Funding External	Road
Sunderland Station capacity improvements and track layout improvements	Sunderland City Council	Indicative proposal to reopen the second island platform and increase the number of tracks running through the station to four and increasing National Rail services calling at Sunderland Station.	£50,000,000	Heavy Rail
Durham Coast Line (route upgrade and service improvements)	Great British Railways	Durham Coast Line (route upgrade and service improvements) to facilitate local rail connectivity to Darlington and York.	Funding External	Heavy Rail
Delivery of East Gateshead Station	Gateshead Council	Station to serve Gateshead centre and Quays.	£20,000,000	Heavy Rail
New Metro Stations	Nexus	Develop new stations, in line with Metro expansion corridors to improve access and connectivity to the system. A programme of these will be developed in line with Metro demand studies.	£79,000,000	Metro

Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Delivery by 2040				
Reach and resilience of infrastructure				
Improvements in zero carbon public transport options	North East Combined Authority	Securing funding and considering alternative funding and finance options to support the greater roll out of low emission vehicles and vessels, incorporating electric, gas and hydrogen solutions. This package focuses specifically on Bus.	£50,000,000	Decarbonisation
Metro and Local Rail Enhancements (Phase 2)	North East Combined Authority	Local Rail Enhancements package for the existing rail network delivering improvements to existing network, to enhance frequency, punctuality and deliver journey time savings.	£2,500,000,000	Heavy Rail
Riverside Sunderland Low level Pedestrian bridge	Sunderland City Council	A moveable or opening non motorised user bridge at the lower level of the River Wear at Riverside Sunderland.	£30,000,000	Active Travel
Investigating new Strategic River Crossings within the region	North East Combined Authority	Delivery of new river crossings to support resilience of structures.	£40,000,000	Road
Delivering Northern Powerhouse Rail (East West Connectivity) in Full	Great British Railways	Improvement connectivity and journey time between the North East, West Yorkshire and North West through the delivery of Northern Powerhouse Rail in full.	Funding External	Heavy Rail
Completing the A1 Dualling to Scotland	National Highways	Completion of the dualling of the A1 from Morpeth north into Scotland.	Funding External	Road

### Transport Pipeline 2025-2027 (Wider Schemes)

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
CA24	Customer Experience Strategy and delivery of measures to support an integrated network	North East Combined Authority	To help our residents and visitors undertake integrated journeys we need an integrated transport network which meets users' needs and is attractive. A integrated transport network which is simple and easy to use, affordable and gets people to where they need to be will key in encouraging people to travel sustainably where possible, freeing up the road network for essential journeys that need to be made by car or van. This customer support strategy will set out measures to support customers at each stage of their journey, from the point of deciding to travel right through to arriving at their end destination and a series of first phase measures that will be invested in.	£5,050,000	Behaviour Change
DU32	Baths Bridge - Create an active mode link across the Wear linking residential, employment and education sites.	Durham County Council	Replace the footbridge over the Wear for pedestrians and cyclists.	£6,500,000	Active Travel
GA26	Mobility Hubs	Gateshead Council	Across the funding period will install 5 multi-modal mobility hubs, strategically integrated into the public transport network.	£1,500,000	Behaviour Change
GA31	MetroGreen Intermediate schemes	Gateshead Council	Facilitating development in the area action plan area of Metro Green through sustainable transport improvements.	£10,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
GA39	Traffic monitoring infrastructure	Gateshead Council	There is an established need for data collection and monitoring of vehicular traffic and the use of active modes across the North East. This requires counters to be installed and maintained at strategic points on the network. These counters regularly need to be updated and renewed.	£500,000	Active Travel
NE09	Connected Communities	Newcastle City Council	Delivery of community based active travel opportunities.	£20,000,000	Active Travel
NE11	Central Newcastle - Walking, Cycling and Public Transport improvements	Newcastle City Council	Investment in public transport, walking and cycling to enable a zero carbon central Newcastle.	£25,750,000	Active Travel
NO17	Recreational cycle network development in Northumberland	Northumberland County Council	Capital investment targeted at improving the walking and cycling networks in Northumberland to support greater opportunities for recreational cycling and accessing the visitor attractions across the county by active modes.	£3,000,000	Active Travel
NO19	Blyth to St Mary's Active Travel Scheme	Northumberland County Council	Delivering a segregated high quality active travel route from Blyth to the North Tyneside border.	£7,500,000	Active Travel



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
NO20	Connected Stations - Delivery of elements in Northumberland	Northumberland County Council	1. Bedlington - Bus connectivity, sympathetic to the LUF walking and cycling corridor.  2. Station signage - All stations, improved signage for onward connectivity, details on bus connections, walking and cycling routes.  3. Morpeth and Hexham - Brompton e bike storage.  4. Cycle storage - Morpeth, Prudhoe, Haltwhistle.  5. Station facilities audit - Station audits, a research study.	£5,000,000	Heavy Rail
NT03	Delivery of the transport elements of the North Shields Fish Quay Plan	North Tyneside Council	Improve sustainable links between Fish Quay, town centre and active travel routes and complement wider regeneration.	£10,000,000	Active Travel
NT06	Improving Wallsend town centre public realm delivery and improve accessibility for all users	North Tyneside Council	Improve public realm and accessibility in the Wallsend town centre area, building on earlier regeneration work.	£6,965,400	Active Travel
NT14	Coastal Connectivity Visitor Economy Area Plan	North Tyneside Council	Extension of high quality active travel links and public realm enhancements linking to local district and town centres.	£7,000,000	Active Travel
NX21	Callerton Park and Ride Extension	Nexus	Expand Car park and improve all facilities.	£4,200,000	Park and Ride

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
ST01	Improved Cycling Links to Tyne Pedestrian Tunnel	South Tyneside Council	Improved connections on both the South and North side of the Tyne Pedestrian Tunnel.	£2,000,000	Active Travel
ST15	Micro Mobility Hub	South Tyneside Council	Delivery at South Shields Interchange of a 16 bay automated bike hire machine.	£300,000	Active Travel
ST20	South Shields Town Centre Active Travel Route	South Tyneside Council	The proposed route would provide a direct and dedicated route over 1.4km between the Ferry Landing to the South Shields Foreshore along King Street providing seamless access to South Shields Town Centre, Public Transport Interchange and Ferry Terminal. This is in addition to providing access for the proposed South Tyneside college relocation into the Town Centre.	£2,989,471	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA02	Regionwide behaviour change package and campaign	North East Combined Authority	An initial package focused on support more sustainable and integrated travel - Funded on an annual basis - funding references 5 years of funding.	£7,500,000	Revenue
CA10	Regional Transport Model and Monitoring package	North East Combined Authority	Development of a regional transport model for analysis and decision making together with monitoring tools.	£500,000	Information, Ticketing and Technology
CA16	Improved mapping and promotion of the Active Travel network	North East Combined Authority	Sponsoring the development of outward facing promotional material, including an interactive map perhaps integrated with an app development and highlighting a network of servicing locations for equipment. Also includes a common approach to monitoring and evaluating use on the active travel network, linked to a placed based management approach.	£1,150,000	Active Travel
CA17	Integrating health and transport planning with active travel prescriptions	North East Combined Authority	A clear action plan for initiatives between the NHS, Public Health Directors and the North East CA including spend to save initiatives.	£50,000	Active Travel
CA29	Regionwide Infrastructure Mapping Application	North East Combined Authority	Deliver a Regional infrastructure and asset map which enables connectivity solutions to unlock further strategic growth sites (housing and employment) to be realised. This will include an online platform to enable local trade, deliveries and international exports.	£250,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA44	North East active travel partnership board	North East Combined Authority	The creation of this Board will provide a strategic steer on the direction of Active Travel in the region.	N/A	Active Travel
CA45	Accessibility Forum	North East Combined Authority	The creation of an EV Infrastructure accessibility Forum, including local stakeholders and disability groups. This scheme will make sure those with disabilities and mobility issues are heard when developing the public charging network.	N/A	Road
CA46	EV Partnership Steering Group	North East Combined Authority	Setting up an EV Partnership group with the public/private sector and Distribution Network Operators (DNOs) to support, build, and grow the EV charging infrastructure across the North East.	N/A	Decarbonisation
CA52	Active Travel Infrastructure Design Training	North East Combined Authority	Active travel route infrastructure design training for local authority officers and members	£20,000	Active Travel
CA53	Work-based Sustainable Travel Programme	North East Combined Authority	Working with businesses regionwide to ensure employees and employers have the tools and information to travel sustainably. Including staff travel surveys, personalised travel planning with staff, cycle training, transport hubs, cycle maintenance, work champions, work sustainable travel competitions, business accreditation awards, promotional activities, etc.	£20,000	Behaviour Change
CA57	Influence the National NPPF Transport Working group to integrate transport	North East Combined Authority	Delivering change in ensuring positive approaches to the NPPF when it comes to the integration of transport	N/A	Behaviour Change

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA59	North East Travel Plan Accreditation Scheme	North East Combined Authority	Travel plan accreditation scheme, where businesses are encouraged to have an up-to-date travel plan in place, where they can evidence the measures in the travel plan they have accomplished. Can be based on gold, silver and bronze standards (or similar) with some sort of incentive (such as funding to provide on site cycle parking facilities, press coverage, etc.	TBD	Revenue
CA60	Regionwide Travel behaviour change: EV campaign	North East Combined Authority	Creation of a behaviour change team within North East CA, a regional promotional campaign for EV, EV charge points, public transport and active travel, and a gamification pilot. Also includes fares marketing, school journey planning education, Travel Plan accreditation and travel planning bond.	£100,000	Revenue
CA63	Real Time Passenger Information Screen replacements	North East Combined Authority	RTPI screen upgrade / new screen roll out programme.	£1,000,000	Information, Ticketing and Technology
DU01	DCC Network Resilience	Durham County Council	Digitising all countywide TROs in line with government DfT aspiration.	£400,000	Information, Ticketing and Technology
DU08	Durham Digital Twin	Durham County Council	Utilise data collection technology including cameras and traffic signals to improve public transport reliability and air quality and reduce congestion and environmental impact.	£5,000,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
GA28	School Streets within Gateshead	Gateshead Council	Seeking to support Active Travel as the preferred means of travel to school - reducing growing traffic congestion around schools which adversely impacts road safety, air quality and health.	£1,000,000	Active Travel
GA32	Tyne Bridge Sustainable Maintenance (Interim Measures)	Gateshead Council	Sustainable transport measures associated with the Tyne Bridge restoration works.	£6,500,000	Active Travel
ST07	Delivery of School Streets in South Tyneside	South Tyneside Council	Delivery of a range of transport initiatives to support children going back to school with a particular focus on reducing car trips and improving the environment.	£750,000	Active Travel
ST19	Traffic Signal Improvements in South Tyneside along Strategic Corridors	South Tyneside Council	Traffic Signal Improvements in South Tyneside along Strategic Corridors Locations include the following - A185 / Jarrow Slake / Port of Tyne - Jarrow, A185 - Station Road - Hebburn, Station Road / Glen Street - Hebburn	£1,000,000	Maintenance
SU36	Social Prescription for Active Travel	Sunderland City Council	Expansion of the self-funded Active Travel Prescribing project carried out in the city.	£5,000,000	Behaviour Change
UTMC01	Bus Priority and Urban Traffic Management and Control (UTMC) System	Newcastle City Council	The UTMC operates within Tyne and Wear and Durham and requires maintenance to ensure it can continue to meet the needs of the region in managing the signals across the network and delivering bus network improvements in respect of punctuality and reliability.	£2,500,000	Road



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
CA07	Fund replacement and upgrade of existing EV infrastructure	North East Combined Authority	Plug funding gap to replace and or upgrade EV legacy equipment.	£600,000	Decarbonisation
CA35	Creation of a North East road and highways strategy for all users	North East Combined Authority	Create a regionwide road strategy and road safety strategy for the Strategic, Major and Key Road networks.	£50,000	Road
CA36	Increasing Strategic Maintenance budgets	North East Combined Authority	Secure additional strategic highways maintenance budget harnessing technology to monitor, deliver targeted improvements to keep the network operating smoothly for all.	£60,000,000	Road
DU05	Bishop's Gateway	Durham County Council	Create a link road from A688 to Jocks Bridge which will facilitate parking associated with tourism events.	£9,500,000	Road
DU22	A690 Stabilisation	Durham County Council	Planned: Maintain the A690 from Gilesgate Roundabout to A1(M), a key commuter route into and out of the City. The structural integrity of the A690 is currently a risk as ongoing and increasing land movements threaten A690 failure. To address this problem, the delivery of vital ground stabilisation works are proposed to maintain network resilience and safeguard this key route serving Durham city, a route which connects Durham City with the A1(M) and is the only east-west vehicular crossing over the River Wear.	£17,985,000	Maintenance

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU24	Electrification of P&R fleet	Durham County Council	Durham City currently suffers from poor air quality as defined by the Council's Air Quality Management Area and linked Air Quality Action Plan. To address this problem and reduce vehicle emissions within the city, it is proposed to convert Durham County Council's Park & Ride bus fleet from diesel to electric.	£5,000,000	Decarbonisation
DU27	Bishop Auckland Active Mode and Public Realm improvements.	Durham County Council	Create and improve an active travel route from West Auckland to Bishop Town Centre routing through the town centre, passing multiple key employment and retail areas.	£5,000,000	Active Travel
GA02	Small scale cycling improvements (Gateshead)	Gateshead Council	Package of small scale improvements and additions to the ycle network across Gateshead assisting to deliver the Council’s Cycling Strategy.	£3,000,000	Active Travel
GA08	Highway structures major maintenance	Gateshead Council	Major maintenance works to highway structures across Gateshead.	£5,000,000	Maintenance
GA12	High Spen to Greenside cycle route	Gateshead Council	Provision of off road shared use path between High Spen and Greenside alongside Spen Lane to provide sustainable transport routes in the outer west.	£700,015	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
GA17	Derwent Cycle Route Improvements	Gateshead Council	Various cycle improvements linked to housing development in west Gateshead. This scheme will look to create a LTN 1/20 compliant cycle lane directly beside the A694, filling in the gap in Route 14 between Burnopfield Road and Thornley View.	£394,865	Active Travel
GA21	Road network maintenance including on unclassified roads	Gateshead Council	Unclassified roads make up over 85% of the overall road length in Gateshead, with a total of 782 kilometres to be maintained. This is a maintenance package.	£5,000,000	Maintenance
GA27	Birtley town centre active travel improvements	Gateshead Council	Provision of walking and cycling facilities up to LTN 1/20 standards.	£7,499,112	Active Travel
GA29	Askew Road West cycleway	Gateshead Council	Askew Road (between the Redheugh Bridge junction and the junction with West Central Route) is presently urban dual carriageway. The scheme would repurpose one of the carriageways for use as a dedicated two way cycle route with the other side being converted to standard single way carriageway in either direction.	£4,000,000	Active Travel
NE15	Delivery of local walking and cycling improvements across Newcastle	Newcastle City Council	Investment in top priority LCWIP routes and junctions.	£37,539,000	Active Travel
NE16	Coast Road	Newcastle City Council	Consideration of the potential for active and sustainable olutions on the Coast Road.	£16,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NO03	Critical rural road maintenance Programme (countywide)	Northumberland County Council	To repair and strengthen key roads underpinning the rural and regional economy including access to key tourist destinations (Hadrian’s Wall World Heritage site, Northumberland National Park including International Dark Skies Park) , timber extraction and quarrying.	£10,000,000	Maintenance
NO13	Northumberland LCWIP	Northumberland County Council	Capital investment targeted at improving the walking and cycling networks in the 12 main towns of Northumberland. Proposed schemes will vary from town to town and would involve physical segregation of road users; traffic calming and road safety measures; providing dropped kerbs and tactile paving and improved crossing facilities, essentially improving the safety and convenience of walking and cycling and supporting a shift in the way we travel.	TBC	Active Travel
NT01	Improvements to key sustainable routes in North Tyneside	North Tyneside Council	Sustainable improvements at various locations on key strategic sustainable routes within the borough.	£20,000,000	Active Travel
NT13	Improvements to public realm and infrastructure for cycling, walking, wheeling and horse riding to support accessibility as part of the regeneration of the North West of North Tyneside.	North Tyneside Council	Improvements to public realm and infrastructure for cycling, walking, wheeling and horse riding to support accessibility as part of the regeneration of the North West of North Tyneside.	£5,630,417	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NT16	Highway and structural maintenance work to address the maintenance backlog	North Tyneside Council	Expand delivery of highway and structural maintenance works to stabilise the highway maintenance backlog	£5,000,000	Maintenance
ST02	Highway Maintenance Resurfacing Backlog in South Tyneside	South Tyneside Council	The council's Highway Asset Plan indicates a backlog of maintenance of over £80m, in order to improve this position and to reduce the backlog further investment is required.	£5,000,000	Maintenance
ST03	Commercial Road Multi-Modal Corridor Improvements	South Tyneside Council	Strategic Transport Improvements throughout Commercial Road to facilitate development at Holborn Riverside.	£2,500,000	Road
ST04	A185 upgrade to support the Port of Tyne	South Tyneside Council	Congestion relief at Howard Street at A19 entry. This will improve severe congestion at the A19/Tyne tunnel especially uring peak times.	£25,000,000	Road
ST05	A19 Southbound Lane Gain / Lane Drop	South Tyneside Council	Introduction of an additional carriageway between the A185 and A194 junctions on the A19 Southbound to alleviate congestion. This scheme also benefits Non Motorised Users and is intrinsically linked to the operation and performance of Port of Tyne and IAMP.	£10,000,000	Road
ST06	A185 / Howard Street Multi Modal Corridor Improvements	South Tyneside Council	Consideration to strategic junction improvements at the Howard Street / Tunnel Portal to improve traffic movements.	£2,500,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
ST09	Strategic Corridor Improvements between Testo's and Boldon Asda junctions	South Tyneside Council	Scheme will involve the significant remodelling of the junction and some of the wider area in order to prioritise bus movements and journey times. Additional effects will include improved road safety and general journey time optimisation.	£3,500,000	Road
ST10	Abingdon Way / Hedworth Lane Multi Modal corridor improvements	South Tyneside Council	Abingdon Way / Fellgate Avenue / Hedworth Lane Junction Improvements.	£1,000,000	Road
ST11	A194 Multi-Modal Corridor Improvements	South Tyneside Council	The A194 is the major access road to South Shields Town Centre. The purpose of this scheme will be to local at multi-modal improvements along the A194 between the junction with West Way and Crossgate, South Shields to deliver improvements to all modes.	£3,500,000	Active Travel
ST12	A1018 Multi-Modal Corridor Improvements	South Tyneside Council	This scheme will focus on the A1018 between South Shields and Sunderland. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility or sustainable transport.	£5,000,000	Active Travel
ST13	A183 Strategic Transport Corridor (NCN 1 - Phase 2) - Connecting to Sunderland Boundary - Souter to Whitburn	South Tyneside Council	This scheme will complete the upgrade of NCN1 from South Shields to Sunderland. Focussing specifically on a section through Whitburn. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	£7,500,000	Active Travel



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NT16	Highway and structural maintenance work to address the maintenance backlog	North Tyneside Council	Expand delivery of highway and structural maintenance works to stabilise the highway maintenance backlog	£5,000,000	Maintenance
ST02	Highway Maintenance Resurfacing Backlog in South Tyneside	South Tyneside Council	The council's Highway Asset Plan indicates a backlog of maintenance of over £80m, in order to improve this position and to reduce the backlog further investment is required.	£5,000,000	Maintenance
ST03	Commercial Road Multi-Modal Corridor Improvements	South Tyneside Council	Strategic Transport Improvements throughout Commercial Road to facilitate development at Holborn Riverside.	£2,500,000	Road
ST04	A185 upgrade to support the Port of Tyne	South Tyneside Council	Congestion relief at Howard Street at A19 entry. This will improve severe congestion at the A19/Tyne tunnel especially uring peak times.	£25,000,000	Road
ST05	A19 Southbound Lane Gain / Lane Drop	South Tyneside Council	Introduction of an additional carriageway between the A185 and A194 junctions on the A19 Southbound to alleviate congestion. This scheme also benefits Non Motorised Users and is intrinsically linked to the operation and performance of Port of Tyne and IAMP.	£10,000,000	Road
ST06	A185 / Howard Street Multi Modal Corridor Improvements	South Tyneside Council	Consideration to strategic junction improvements at the Howard Street / Tunnel Portal to improve traffic movements.	£2,500,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
ST09	Strategic Corridor Improvements between Testo's and Boldon Asda junctions	South Tyneside Council	Scheme will involve the significant remodelling of the junction and some of the wider area in order to prioritise bus movements and journey times. Additional effects will include improved road safety and general journey time optimisation.	£3,500,000	Road
ST10	Abingdon Way / Hedworth Lane Multi Modal corridor improvements	South Tyneside Council	Abingdon Way / Fellgate Avenue / Hedworth Lane Junction Improvements.	£1,000,000	Road
ST11	A194 Multi-Modal Corridor Improvements	South Tyneside Council	The A194 is the major access road to South Shields Town Centre. The purpose of this scheme will be to local at multi-modal improvements along the A194 between the junction with West Way and Crossgate, South Shields to deliver improvements to all modes.	£3,500,000	Active Travel
ST12	A1018 Multi-Modal Corridor Improvements	South Tyneside Council	This scheme will focus on the A1018 between South Shields and Sunderland. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility or sustainable transport.	£5,000,000	Active Travel
ST13	A183 Strategic Transport Corridor (NCN 1 - Phase 2) - Connecting to Sunderland Boundary - Souter to Whitburn	South Tyneside Council	This scheme will complete the upgrade of NCN1 from South Shields to Sunderland. Focussing specifically on a section through Whitburn. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	£7,500,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
ST16	Major Highway Structural Maintenance Improvements (Heugh Street, Newcastle Road, Jarrow Slake)	South Tyneside Council	Significant Capital Investment is required to ensure that the Bridge Assets are maintained to the expected requirements.	£15,000,000	Maintenance
ST18	National Cycling Network - Route 14 Improvements	South Tyneside Council	This scheme will complete the upgrade of NCN14 from South Shields to Gateshead. Focussing specifically on a section through Hebburn and Jarrow. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.	£3,500,000	Active Travel
SU01	"Sunderland Strategic Transport Corridor SSTC4 - Upgrades to Wessington Way / A19 junction	Sunderland City Council	The scheme consists of improvements to the A1231 between the north bridgehead of the Northern Spire Bridge (Sunderland Strategic Transport Corridor Phase 2) and the junction with the A19, developing interface improvements with the Highways England network. This will include upgrading of existing roundabouts with traffic signals and the creation of additional capacity at the current A19/A1231 junction. The scheme will also add new provision for non-motorised users.	£29,000,000	Road
SU03	St Michael’s Way/High Street West journey time improvement and congestion pinch-point relief to improve road safety, bus priority and improve pedestrian safety	Sunderland City Council	Removal of congestion pinch point on St Michaels Way, providing journey time saving and congestion relief.	£2,900,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU09	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth	Sunderland City Council	To deliver a 4.23 km route, comprising of a combination of improvements to existing route and new sections of route forming connections. New crossings will be provided.	£3,000,000	Active Travel
SU10	SSGA to Ryhope Village Cycle Route	Sunderland City Council	Potential for a high-quality connection between SSGA/Ryhope and Hendon/City Centre, with scarcely interrupted journeys and exit points to key junctions along the route; Wide new road with long straight sections lends itself to dedicated cycle Lane provision;  South end of this route taps into the eastern end of the major housing development of the city including doorstep market to the South of Saint Nazaire Way, and Cherry Knowle housing development;  This link runs parallel to the rural coastal band of South Sunderland, which includes the ‘England Coast Path’ National Trail on the Durham Heritage Coast.	£2,200,000	Active Travel
SU25	Inner Ring Road Western Section St Michael’s Way/ Chester Road Junction	Sunderland City Council	Remodelling of the existing junction and replacement with a new signalised junction utilising C-ITS technology which will link to adjacent junctions with new bus priority lanes and new, improved crossing facilities for non-motorised users.	£4,300,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU26	Inner Ring Road Western Section Park Lane Interchange Entrance from Stockton Road	Sunderland City Council	<p>The scheme provides bus priority on a key corridor approaching Park Lane Interchange. The scheme will include a new signalised junction and improved approaches which will improve journey time consistency for all users.</p> <p>The scheme will improve access for non-motorised users by providing new crossing facilities.</p> <p>The new access and route into the Interchange will lead to the removal of buses on heavily pedestrianised areas in the city centre which will improve safety and should lead to increased footfall in the city centre.</p>	£4,680,000	Bus and Last Mile
SU31	Improving Strategic Cycle Networks in Sunderland - Ryhope Road Strategic Cycle Route	Sunderland City Council	A 2.12km section of fully segregated cycleway linking the Grangetown area to the south and the city centre to the north.	£4,700,000	Active Travel
SU32	Improving Strategic Cycle Networks in Sunderland A690 - City centre to Silksworth Phase 2	Sunderland City Council	To deliver a 924m route, connecting the proposed comprising of a combination of improvements to existing route and new sections of route forming connections. New crossings will be provided.	£800,000	Active Travel
SU34	Wearmouth Bridge Major Maintenance	Sunderland City Council	<p>Project to maintain the Wearmouth Bridge.</p> <p>Includes the shared footway/cycleway on Wearmouth Bridge is in poor condition due to high volume of pedestrians and cyclists. To encourage use and to improve safety standards a full resurface of both sides is required.</p>	£15,000,000	Revenue

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
CA03	Bus Priority Infrastructure	North East Combined Authority	Including 17 strategic bus corridors bus priority measures package as identified through the North East Bus Priority Measures Study.	£20,000,000	Bus and Last Mile
CA11	Hotspot funding to improve conditions for active travel users on the network	North East Combined Authority	Identify and Sponsor a hotspot fund to quickly react to changing demands on the network and progress against any design faults.	£1,400,000	Active Travel
CA19	Coach Action Plan	North East Combined Authority	Developing a coach action plan.	£30,000	Bus and Last Mile
CA28	Innovation Challenge Fund for Smart Places	North East Combined Authority	Creation of an innovation challenge fund to develop and trial smart place applications with SMEs, start-ups and social enterprises.	£250,000	Information, Ticketing and Technology
CA62	Active Travel Design Review Panel	North East Combined Authority	The set up and running of a design review panel for the Combined Authority - to review all active travel scheme designs, ensuring they align with the latest guidance and ensuring "design for all" is considered.	£20,000	Active Travel
DU19	Stanley Bus Station Improvements	Durham County Council	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2.	£1,500,000	Bus and Last Mile



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
GA20	A195 Bus Lane in East Gateshead.	Gateshead Council	The bus lane is on a section of the A195 Lingey Lane providing the main bus connection between IAMP/Follingsby and Heworth Interchange.	£2,383,436	Bus and Last Mile
GA42	Modelling, surveys and analysis	Gateshead Council	Need for robust data and modelling to inform scheme identification and development.	£500,000	Revenue
NE08	Scotswood Road Bus Priority	Newcastle City Council	Bus lanes and priority for Scotswood Road in conjunction with any new strategic crossing in the West.	£1,000,000	Bus and Last Mile
NO08	New Blyth Bus Station	Northumberland County Council	Construction of a new fit for purpose Bus Station and associated facilities.	£6,000,000	Bus and ast Mile
NO15	Enhanced service between Berwick and Newcastle	Northumberland County Council	The proposal is for a new hourly service to serve stations between Newcastle and Berwick-upon-Tweed on the East Coast Mainline.	£15,790,000	Heavy Rail
NO18	Average speed camera initiative	Northumberland County Council	Improving road safety for pedestrians and cyclists by reducing excessive speeding.	£200,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
NT05	Coast to Airport through train - Metro service	North Tyneside Council	Operate through Metro services.	TBC	Revenue
NX04	Regent Centre Interchange Upgrade	Nexus	The preferred scheme will see the existing multi-storey car park will be updated, refurbished and repurposed for a wider range of uses. This will involve making the building brighter and safer for all users, and focusing on improved facilities for cyclists, Blue Badge users and EV users. The facility will be promoted to offer local park and ride facilities for people using retail and leisure facilities along Gosforth High Street which is an area with poor local air quality. The bus station will benefit from removal of the overbearing entrance canopy and from new shelters and information provision. The Metro station elements of the scheme will improve the user experience for all customers.	£8,000,000	Metro
NX09	Upgrade and refurbishments of bus infrastructure including stations and stops, systemwide	Nexus	Comprehensive renewal of existing assets and provision of new assets where identified as being required to make bus travel safer and more attractive for new and existing users. This to include major refurbishment and improvement works at Wallsend bus station.	£20,000,000	Bus and Last Mile
ST14	The Nook Strategic Junction Improvements	South Tyneside Council	Delivery of strategic junction improvements to benefit public transport and active travel users, at a key congested junction.	£5,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
SU28	Chester Road (A183) Bus Corridor Improvements Springwell Road Junction	Sunderland City Council	Improvement of an existing section of Chester Road (A183) to the east of the A19. Provides journey time saving and facilitates access to the A19 and city centre promoting development and economic growth in the area. Scheme includes signalisation of junctions and construction of direct access to regeneration sites. Provide Public Transport and Cycle priority at junctions.	£5,000,000	Bus and Last Mile
SU39	Sunderland Station Central Entrance.	Sunderland City Council	Central Entrance to Sunderland station delivered to connect with Sunderland Riverside.	£12,684,051	Heavy Rail

Transport Pipeline 2028-2032 (Wider Schemes)

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
CA23	Demand Responsive Micromobility Transport trials	North East Combined Authority	Innovation - Demand Responsive Transport – investigating and testing micromobility solutions with New forms of last mile connectivity integrated into our transport network.	£4,311,500	Information, Ticketing and Technology
CA39	Park and Rides	North East Combined Authority	Proposed package of strategically placed, Park and Ride sites to make it easier for people to join the bus and rail network. Sites will be identified by LAs in both suburban and rural areas and will act as hubs for connections between new Demand Responsive Services including secure cycle parking and the wider bus network.	£3,500,000	Bus and Last Mile
DU10	Placemaking proposals countywide	Durham County Council	Place based schemes in settlements countywide to improve active travel.	£40,000,000.00	Active Travel
DU37	Pop up P&Rs	Durham County Council	Improving or creating small car parks near key residential areas, close to public transport infrastructure to encourage the 'last miles' into the City via bus.	£5,000,000.00	Park and Ride
DU40	Secure cycle parking across the DCC building sites	Durham County Council	Improving the cycle storage offer at DCC buildings cross the County.	£1,000,000.00	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
DU41	Bus priority pinch points	Durham County Council	Undertake a detailed design and cost plan for public transport pinch points across the County as identified in coordination between bus operators and DCC public transport.	£5,300,000.00	Bus and Last Mile
GA25	Park and Ride	Gateshead Council	Continued congestion through central Tyneside caused by traffic accessing the key employment, shopping and leisure opportunities in the area. Three potential bus-based P&R schemes are identified in the Council's Local Plan and also promoted by the Council through the BSIP process.	£20,100,000	Bus and Last Mile
GA34	Liveable neighbourhoods	Gateshead Council	Addressing a lack of alternatives to car use for certain communities to access essential services.	£1,000,000	Active Travel
GA36	Riverside Park transport improvements	Gateshead Council	Improving access to Riverside Park by improving the connectivity and environment for active travel and improving permeability by bus, with stops and to make this a destination.	£1,000,000	Active Travel
GA37	Gateshead Quays (masterplan outcome measures and active travel infrastructure)	Gateshead Council	Further transport infrastructure is required in the Quays area to support the regeneration of the area.	£5,000,000	Active Travel
NE17	Sustainable permanent mitigations for the Tyne Bridge	Newcastle City Council	Access arrangements at Cowhill, Jesmond, New Bridge Street and Pilgrim St for Buses, cyclists and pedestrians.	£3,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
NX13	Cycle Parking & Hubs at Nexus sites	Nexus	A network of secure cycle lockers that are smart enabled across Metro stations, bus interchanges and rail stations. Development of a series of secure cycle hubs at public transport interchanges/Metro stations.	£5,000,000	Active Travel
SU30	Riverside Sunderland footbridge approach improvements	Sunderland City Council	New footbridge over a ravine to form a closer link with Sheepfolds developments and the Stadium of Light area. New connecting cycle links from the near Wear footbridge to Newcastle Road and the Dame Dorothy Street cycle route (under construction).	£4,200,000	Active Travel
SU33	Mobility Hubs in Sunderland	Sunderland City Council	To provide mobility hubs at a proportionate scale in underland city centre, Sunderland North, Sunderland West, Washington and Coalfields areas.	£5,500,000	Behaviour Change
SU35	St Mary's Boulevard - Bus Priority and Pedestrian movements	Sunderland City Council	A number of new developments are planned or in the process of delivery on the Riverside Sunderland site. To reduce severance for pedestrians between the city centre and the Riverside Sunderland site it is proposed to realign the existing St Mary's Boulevard to a more pedestrian friendly arrangement. Rationalisation of traffic on Cumberland Street.	TBC	Active Travel
SU42	International Advanced Manufacturing Park Non Motorised User Package	Sunderland City Council	New active travel infrastructure to connect to existing routes.	£6,000,000	Active Travel
SU43	West Wear Street subway removal	Sunderland City Council	Removal of existing subway and new pedestrian and cycling facilities.	£4,000,000.00	Active Travel



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
CA32	Upgrades to the two Urban Traffic Management Control Centres for command and control of the network	North East Combined Authority	Upgrades to the two Urban Traffic Management Control systems to: integrate and link with neighbouring areas and National Highways.	£2,000,000	Road
CA42	School Streets Development and Delivery across the region	North East Combined Authority	School Streets as an initiative is supported within the NE Transport Plan and active travel strategy as a means of providing safer, cleaner environments outside of the school encouraging uptake in sustainable journeys.	£10,000,000	Active Travel
DU33	Sustainable Travel to Education	Durham County Council	Ensuring safe access to education via physical safety improvements and supported travel enhancements.	£2,500,000	Active Travel
DU38	Chester le Street ITS/ light touch SCOOT	Durham County Council	Linking signalised junctions with SCOOT infrastructure to include a bus priority provision.	£4,000,000	Information, Ticketing and Technology
NE07	Newcastle Smart Corridors	Newcastle City Council	North East Smart Corridors: upgrade to arterial corridors to Tyneside which would incorporate active traffic control with ANPR. Potential to integrate with air quality sensors to have innovative traffic control and public transport priority.	£13,000,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Planning journeys/Informing users/Supporting Customers					
NT17	Improve Public Transport Connectivity in the North West of the Borough	North Tyneside Council	Working with the North East CA, Nexus & the bus operators to review how bus services are delivered in the region and identify opportunities for improved links and connections which would provide regular and affordable services to residents in the North West of the Borough enabling them to access education, training and employment opportunities as well as maintaining social and leisure networks.	TBC	Bus and Last Mile
Reach and resilience of infrastructure					
CA22	Transport and Future Energy Solutions across the region	North East Combined Authority	A regional energy package focused on generating energy on our transport assets, depots, stops and stations.	£1,000,000	Decarbonisation
CA25	Freight opportunities expansion	North East Combined Authority	Assessment of opportunities to expand rail freight opportunities in region including creation of region’s first Strategic rail Freight Interchange.	N/A	Heavy Rail
CA33	Addressing Severance of the Road network through targeted approaches	North East Combined Authority	Targeted approaches to reduce the severance of the road network. Linked to severance and active travel initiatives look to undertake a review of crossing facilities and a package of Designated Fund measures.	£20,000,000	Road
CA34	Integrate taxi services with other public transport provision	North East Combined Authority	Integrating taxi services with other public transport provision.	£50,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
CA37	Freight consolidation	North East Combined Authority	Freight consolidation to reduce duplicated road miles and promote alternatives road freight distribution.	£120,000	Road
CA38	Increased Lorry Parking and Servicing opportunities across the region	North East Combined Authority	Work with Highways England to study the need for more service provision, including lorry parking, on or adjacent to the region’s Strategic Road Network.	N/A	Road
DU02	Bus Rapid Transit Corridors in Durham	Durham County Council	A series of Bus priority corridors across the county including the A167, 692 and 694 and connecting communities incl Weardale.	£275,000,000.00	Bus and Last Mile
DU03	Durham Development Management Innovation	Durham County Council	An innovation approach to looking at development management proposition.	£1,750,000.00	Revenue
DU04	DCC Highways Decarbonisation	Durham County Council	Proposals to deliver priority measures such as park and ride and access to active travel.	£10,000,000.00	Decarbonisation
DU07	Network Resilience	Durham County Council	Improving network resilience through targeted investment in highway capacity.	£8,000,000.00	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU09	Road safety, capacity and pedestrian connectivity improvements at J60 A1(M)	Durham County Council	Road safety, capacity and pedestrian connectivity improvements at J60 A1(M)  'Capacity and road safety measures at the junction, also linking to TVCA's MRN bid. Measures to mitigate queueing back onto the A1(M) from the southbound off slip. Also to reduce congestion on the eastbound approach to the junction. Road safety measures at the right turn pocket to Bradbury Services. The congestion largely relates to commuting towards Teesside.	£10,000,000.00	Road
DU10	Active mode connectivity , public transport reliability and capacity improvements at A693 Stanley	Durham County Council	The proposal focuses on improvements to the A693/Oxhill and A693/Asda junctions. The junctions adjoin the Stanley A693 Bypass, which is a 40-mph dual carriageway, through the town. The A693 links North West Durham (including the settlement of Consett) and the A1M (J63) at Chester-Le- Street, offering a key west to east link. A693 from Oxhill signal junction to Asda roundabout, which would be signalised and include a pedestrian phase across roundabout, negating use of subways. Includes active travel linking to C2C route.	£19,250,000.00	Road
DU12	Strategic Road Network Improvements in County Durham	Durham County Council	Supporting the investment in National Highways infrastructure countywide.	£23,250,000.00	Road
DU03	Durham Development Management Innovation	Durham County Council	An innovation approach to looking at development management proposition.	£1,750,000.00	Revenue

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU13	Junction 63 (A1M) capacity improvements	Durham County Council	Improve capacity on the northbound merge and southbound diverge lanes at J63, Chester Le Street to safeguard future developments and to reduce the impact on surrounding DCC highway network. Regional benefits.	£8,500,000.00	Road
DU15	Toft Hill and High Etherley Bypass	Durham County Council	Create a new bypass between The Smiths Arms and High Etherley by re-routing the A68 and creating a new bypass to divert large HGV % of traffic away from Toft Hill Village bringing environmental benefits in terms of air, noise, dust and vibration.	£24,000,000.00	Road
DU17	Electrification of DCC Small Bus operator fleets	Durham County Council	Working with wider regional schemes to deliver electrification of fleets.	£20,000,000	Decarbonisation
DU18	Belmont to Newton Hall Cycle Route and Green Corridor	Durham County Council	Cycling route improvements via Belmont Viaduct, linking North nd east Durham employment sites.	£27,000,000.00	Active Travel
DU25	Bishop Auckland EV Charging Station	Durham County Council	EV charging opportunity relating to visitors.	£2,500,000	Decarbonisation
DU29	A167 Durham City Capacity Improvements	Durham County Council	SCOOT - A167 and A690 UTMCI roll out on all approaches and ITS on all approaches as well as pedestrian cycle crossing connectivity.	£12,000,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU34	Durham City Park Ride Expansion	Durham County Council	Extend Durham City's offer for P&R including a potential new site.	£15,000,000	Park and Ride
DU36	North West Durham active mode improvements.	Durham County Council	Improved active mode connectivity in North West Durham.	£12,000,000	Active Travel
DU39	Bishop Auckland Attraction Electric Bus	Durham County Council	Fleet of electric buses to connect tourism sites.	£2,000,000.00	Decarbonisation
EX13	Autonomous vehicle tests on the strategic network	National Highways	Autonomous vehicle tests on the strategic network.	Funding External	Information, Ticketing and Technology
EX14	Enhancing the Electric Vehicle offer on the strategic road network	National Highways	Enhancing the EV offer on the strategic road network.	Funding External	Road
EX16	A66 Dualling	National Highways	Dualling of the A66 between Scotch Corner and Penrith.	Funding External	Road



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
GA01	Future of Gateshead Bridgeheads	Gateshead Council	To address active travel, bus and vehicle routing for river crossings.	£2,000,000	Active Travel
GA03	Gateshead Central Integrated Transport Improvements	Gateshead Council	Reconfiguration of road network in and around Gateshead town centre to reduce severance and dominance of road traffic, this scheme relates to the remediation of the Flyover/Viaduct A167 and associated regeneration.	£100,000,000	Road
GA40	Access to Tyne Marshalling Yards	Gateshead Council	To address potential active travel and road access issues or the Tyne Marshalling Yard.	£5,000,000	Active Travel
GA27	Birtley town centre active travel improvements	Gateshead Council	Provision of walking and cycling facilities up to LTN 1/20 standards.	£7,499,112	Active Travel
GA09	Gateshead Local Cycling and Walking investment proposals	Gateshead Council	Corridor upgrades for walking, wheeling and cycling.	£31,704,000	Active Travel
GA10	Portobello to Washington footbridge access improvements	Gateshead Council	Improve approaches to the bridge on both sides of the A1 to make the route more open and inviting to users, whilst also providing a ramped access for cyclists and street lighting.	£7,500,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
GA13	Upgrading the National Cycle Routes in Gateshead	Gateshead Council	Upgrading of NCN cycle routes to meet current standards.	£2,500,000	Active Travel
GA15	A195 Follingsby Roundabout Improvements	Gateshead Council	Improvements to ensure access for all users to the employment area at Follingsby, including potential future park and ride.	£10,500,000	Road
GA18	New Bridges to remove severance	Gateshead Council	New Bridges over key motorway / A road infrastructure.	£5,000,000	Road
GA19	Small Scale Highways Improvements / Junctions	Gateshead Council	Measures are aimed at relieving existing problems on the network associated with existing junctions. These will provide benefits to general traffic, but are targeted at relieving identified problems for bus operation and also cycle and pedestrian movement.	£1,000,000	Road
GA22	EV Charging Improvements	Gateshead Council	Provision of convenient EV charging facilities in car parks owned by Gateshead Council.	£1,000,000	Decarbonisation
GA33	Albany Road widening and active travel	Gateshead Council	Increased capacity to ensure the safe and efficient flow of vehicular traffic to and from the new arena complex. This scheme specifically makes provision for pedestrians and cyclists with segregated facilities along the length of the road.	£900,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NE02	Maintenance to Urban Core Distributor Route and all user improvements	Newcastle City Council	Package of maintenance and junction improvements to roads on the Urban Core Distributor Route.	£20,000,000	Maintenance
NE03	Ponteland Road Corridor sustainable and housing improvements	Newcastle City Council	Upgrades to junctions on key roads to West of Newcastle in order to enable development.	£7,350,000	Road
NE04	Scotswood Bridgehead accessibility improvements in Newcastle	Newcastle City Council	Upgrades to northern end of Scotswood Bridgehead.	£4,200,000	Road
NE05	Rotary Way junction upgrade and cycling improvements	Newcastle City Council	Investment and upgrade around the A1-Rotary Way-Great North Road junction to enable local plan development.	£12,000,000	Road
NE06	Newcastle Station: Enhanced capacity and Links	Newcastle City Council	Investment to unlock the potential around Newcastle Central Station, including access improvements to Stephenson Quarter (Southern Entrance).	£45,000,000	Heavy Rail
NE10	Skinnerburn Road Maintenance	Newcastle City Council	Structural Maintenance scheme on Skinnerburn Road.	£12,000,000	Maintenance

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NE12	Flood and Climate Resilience (Newcastle citywide)	Newcastle City Council	Maintenance of highway structure, gullies and culverts to provide greater resilience to climate change.	£6,000,000	Maintenance
NE13	A696/A167 and Airport Junction upgrade	Newcastle City Council	Improvements to junctions to account for growth at Airport and nearby housing sites.	£5,000,000	Road
NO06	Delivering improved all user connections on this route (A1068 Fisher Lane) between South East Northumberland and Tyne and Wear	Northumberland County Council	The scheme involves the upgrading of the remaining single carriage section of the A1068 Fisher Lane (approximately 1 mile) to dual carriageway standard between the C366 Blagdon Lane and the A19 Seaton Burn junction, a segregated cycleway from Seaton Burn to Cramlington linking to the new development areas, cycleways and a new roundabout at the A1068/Blagdon Lane junction, removing a congestion pinch point on this key strategic route into Tyne & Wear, improving cycle provision, bus journey time reliability and access at the A1068/Blagdon Lane junction.	£9,000,000	Road
NT02	River Tyne Economic Corridor (NEIZ) Enabling Works	North Tyneside Council	Works to improve and enable connectivity between key sites along the River Tyne Economic Corridor, relieving pressure on the highway network and improving highway resilience and capacity.	£4,750,000	Road
NT04	A191 all user improvements	North Tyneside Council	Improvements for all users in the A191 corridor in North Tyneside.	£2,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NT08	Local sustainable routes in North Tyneside	North Tyneside Council	Improvements within town and district centres to deliver a package of improvements for walking, wheeling, ‘last mile’ cycling and public realm in town centres.	£3,000,000	Active Travel
NT09	A193 Wallsend Road Bridge deck replacement and repairs	North Tyneside Council	A193 Wallsend Road bridge replacement.	£5,000,000	Road
NT15	Weetstlade Bridge – major concrete repairs and re-waterproofing	North Tyneside Council	Major maintenance, principally concrete repairs and re-waterproofing.	£2,000,000	Maintenance
NX07	Car Park Maintenance Programme	Nexus	<p>Park and Ride and car park maintenance and improvements are key components of the recovery plans to attract customers back and to forge new markets. 'Consideration to extending park and ride facilities at multi-modal interchanges across the North East region. Not just limited to metro stations, but also bus / train stations.</p> <p>With improvements required at Hebburn, Tyne Dock, East Boldon and Fellgate within South Tyneside.</p>	£28,000,000	Park and Ride
NX11	Creating Electric Vehicle charging points across Nexus car parks	Nexus	Proactively identify site suitable for charging points and install a comprehensive network, aligned to the wider regional strategy.	£5,000,000	Information, Ticketing and Technology

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NX12	Installing Solar panels at Nexus infrastructure	Nexus	A comprehensive, integrated programme of PV installations across the Metro network at locations of maximum efficacy and where power can be best redistributed for Nexus' use.	£1,100,000.00	Decarbonisation
NX23	Howdon Viaduct	Nexus	Replace the current track support system with a ballasted construction. Ensure the viaduct is suitably strengthened to accommodate the additional loading of ballast and concrete sleepers.	£18,500,000	Metro
RTS01	North East Traffic Signals Resilience and Decarbonisation	Newcastle City Council	<p>Delivering the latest signal technology across the North East.</p> <p>1/ Climate change targets have lead to Tungsten Halogen (TH) lamps used in the traffic signals industry becoming obsolete. This will eventually lead to equipment becominwwg obsolete.</p> <p>2/ To reach net zero targets, more energy efficient systems will be deployed.</p>	£20,000,000	Road
ST17	Mill Lane Metro Station	South Tyneside Council	This scheme, subject to design and business case will provide a new Metro Station at Mill Lane.	£25,000,000	Metro
ST21	A185 Strategic Transport Corridor Jarrow through to Gateshead Boundary	South Tyneside Council	This scheme will focus on the A185 between Jarrow / Hebburn Town Centres and the Gateshead Boundary. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility for sustainable transport.	£5,000,000	Active Travel



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
ST22	A184 Strategic Transport Corridor Sunderland Boundary through to Testo's Roundabout	South Tyneside Council	This scheme will focus on the A184 between the boundary with Sunderland through to Testo's Roundabout. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility for sustainable transport.	£5,000,000	Active Travel
ST23	Jarrow Road / Port of Tyne Flood Alleviation Scheme	South Tyneside Council	This scheme will focus on the A194 between the Arches Junction / Jarrow Road through to West Way junction. Proposals will hopefully see an upgrade in the highway drainage systems to assist with the outflow water and to consider an attenuation tank to deal with excess rainfall during extreme weather events.	£10,000,000.00	Maintenance
SU02	A690 all user highway improvements including at North Moor Lane Barnes Gyratory Grindon Lane and B1286 junction	Sunderland City Council	To provide bus priority measures, improve journey times and reliability, and reduce junction delays.	£20,000,000	Bus and Last Mile
SU06	Continued improvements to access the IAMP area including off-road cycle facilities to accommodate expected increase in traffic and stimulate economic development (IAMP Infrastructure Phase 2)	Sunderland City Council	<p>Additional highway infrastructure to accommodate growth. New road layouts, junctions and public transport infrastructure will be required.</p> <p>Road bridge over the A19 may be required depending on modelling outcomes.</p> <p>Road bridge over Leamside line may be needed to facilitate growth to the north west of the site.</p>	£35,000,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU08	Upgrading existing traffic signals in Sunderland	Sunderland City Council	Deliver modern, intelligent, networked equipment and design, there would be substantial gains in efficiency for highway users by reduction of delays/stopping/speed alterations. Additionally, modern LED aspects use substantially less energy, leading to reduced revenue costs as well as measurable carbon savings.	£7,500,000	Information, Ticketing and Technology
SU12	Active Travel Improvements in Sunderland - Route 2 - Newcastle Road	Sunderland City Council	Segregated Cycle lane from Wearmouth Bridge Northern Bridgehead travelling along A1018 Newcastle Road towards boundary with South Tyneside	£6,500,000	Active Travel
SU13	Active Travel Improvements in Sunderland - Route 3 - West (Barnes Park Greenway)	Sunderland City Council	Two- way cycle route heading into city centre from the west, starts to the east of the A19 and runs through residential areas and schools. Upgrade of existing facilities. Includes new street lighting and CCTV. Downgrade speed limits and reconfigure road layout on Springwell Road.	£11,500,000	Active Travel
SU14	Active Travel Improvements in Sunderland -Route 4.1 - SSGA to Spire Bridge	Sunderland City Council	Narrow traffic lanes and repurpose existing footway to provide segregated uni directional cycle facility with floating bus stops. Road roundabout layouts to be reconfigured to provide continuous cycle facilities along the route. Tie into proposed active travel scheme on European Way.	£4,500,000	Active Travel
SU15	Active Travel Improvements in Sunderland - Route 4.2 - Route 3 to South Hylton Metro	Sunderland City Council	Two way cycle route connecting Route 3 from the south to South Hylton Metro station to the north.	£4,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU16	Active Travel Improvements in Sunderland - Route 5.1 - SSGA Link to Nissan IAMP	Sunderland City Council	Widening existing tracks where applicable, improving the route adjacent to the A19 and a new access to an improved crossing point over the River Wear.	£8,500,000	Active Travel
SU17	Active Travel Improvements in Sunderland - Route 5.2 - NC70 to North	Sunderland City Council	New Cycle route in residential area connecting National Cycle Network Route 70 in the south to Route 5.1 and Route 3 to the north.	£4,000,000	Active Travel
SU18	Active Travel Improvements in Sunderland - Route 6 - West Link Hetton to Nissan/IAMP	Sunderland City Council	Widening existing tracks where applicable, combined with new routes improving the route adjacent to the from Hetton Town Centre, through Houghton le Spring and an improved crossing point over the River Wear into Washington and onwards towards Nissan/IAMP.	£16,000,000	Active Travel
SU24	Sunderland Inner Ring Road Western Section St Mary's Boulevard / St Michael's Way roundabout Junction improvements	Sunderland City Council	Removal of congestion pinch point on St Michaels Way, providing bus priority on route to Park Lane Interchange, journey time saving for all users.	£7,250,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU27	Sunderland Inner Ring Road Western Section - Esplanade Gyratory	Sunderland City Council	The scheme intends to replace the existing gyratory with a new two-way system with new crossing points, new footways installed and existing footways widened. A new bus priority lane will be included for southbound buses leaving Park Lane Interchange.	£5,320,000	Bus and Last Mile
SU40	Queen Alexandra Bridge Maintenance package	Sunderland City Council	Major maintenance project to maintain the bridge.	£22,000,000.00	Road
Safety, especially of women and girls, and other improvements in service quality					
DU16	Bus CCTV in Durham (onboard)	Durham County Council	Delivering safety improvements through onboard CCTV working with wider regional schemes.	TBC	Bus and Last Mile
DU20	Consett Bus Station Improvements	Durham County Council	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2.	£11,000,000	Bus and Last Mile
DU21	Peterlee Bus Station Improvements	Durham County Council	To improve the quality and functionality of the building, reduce the fear of crime with improved CCTV equipment and an improved facility improving bus travel. BSIP2.	£9,000,000	Bus and Last Mile
DU35	Newton Aycliffe bus station and surface car park	Durham County Council	Demolish existing MSCP and replace with a bus station and surface level car park in the town centre.	£17,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
DU42	Bus stop improvements: County wide (road markings refresh, replace timetable casings)	Durham County Council	Improve the bus stop infrastructure along various routes and corridors across the County.	£2,500,000.00	Bus and Last Mile
EX04	Small scale local rail reliability measures networkwide	North East Combined Authority	Through line of route improvements plans implement small scale improvements to improve service reliability.	N/A	Heavy Rail
EX12	Addressing the severance of major infrastructure working with infrastructure providers	National Highways	Addressing the severance of major infrastructure working with infrastructure providers 1b) Continuing to mitigate the impacts of major infrastructure schemes through a clear package of designated fund schemes.	Funding External	Road
GA23	Bus Service Improvement Plan Corridor Improvements in Gateshead	Gateshead Council	Bus Priority on identified corridors as included in the BSIP.	£4,225,000	Bus and Last Mile
GA35	Stella Road bus lane in Blaydon	Gateshead Council	Bus priority measures around Blaydon.	£1,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
GA38	Bus priority measures in Gateshead	Gateshead Council	This project will provide bus priority infrastructure in locations throughout Gateshead and extends the BSIP programme.	£5,000,000	Bus and Last Mile
GA41	Speed Management Interventions in Gateshead	Gateshead Council	Speed management interventions at a series of locations (nature of interventions and locations to be determined in accordance with the Council’s Speed Management Plan).	£4,000,000	Road
NO05	Cramlington Station improvements	Northumberland County Council	Infrastructure improvements required to facilitate improved frequency of service from station and better station facilities.	£250,000	Heavy Rail
NO07	New Alnwick Bus Station	Northumberland County Council	Construction of a new fit for purpose Bus Station and associated facilities.	£4,000,000	Bus and Last Mile
NT11	Killingworth underpass	North Tyneside Council	Provision of route crossing the A19 to better link strategic housing development into the local transport network.	£14,500,000	Active Travel
NX01	Gateshead Interchange Refurbishment	Nexus	Demolition of the whole interchange site and the redevelopment of a bus station on a smaller footprint, redesigned to address safety and security limitations, new retail, office and accommodation space, reconfiguration of the Metro station to make better use of the space and create better integration between public transport and the retail.	£34,000,000	Bus and Last Mile



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Safety, especially of women and girls, and other improvements in service quality					
NX02	Upgrading Heritage Stations on Tyne and Wear Metro	Nexus	Upgrading of Cullercoats, Whitley Bay, Monkseaton and West Monkseaton Metro stations with a distinctive historical lineage dating back to the North Eastern Railway/LNER.	£2,000,000	Metro
NX03	Monument Metro Station Refurbishment	Nexus	Redesign and expansion of the station footprint, including improved accessibility, greater connectivity with the public realm, integration with adjacent leisure and retail, new leisure and retail opportunities. Improved step free accessibility, improved passenger facilities.	£10,000,000	Metro
NX08	Small Metro Station Upgrades systemwide	Nexus	Comprehensive station refurbishment, improving the customer experience, including information and waiting facilities, addressing accessibility and where necessary installation of gatelines.	£9,000,000	Metro
NX24	Four Lane Ends Interchange redevelopment	Nexus	Redevelop the full site to maximise the available space. This would help fully utilise the interchange as key P&R site for both Metro and Bus.	£12,000,000	Metro
NX27	Byker Station Refurbishment	Nexus	Comprehensive station refurbishment to include modern, secure and welcoming station facilities for all customers. Along with reviewing current commercial unit to explore opportunities for creating a community asset within the station.	£3,000,000.00	Metro
SU29	A183 Royalty Junction	Sunderland City Council	Removal of the existing gyratory layout for buses to allow two-way movement for public transport.	£3,500,000	Bus and Last Mile

Transport Pipeline 2033-2040 (Wider Schemes)

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Connections between different transport types					
CA31	Regional Autonomous Vehicles testbed	North East Combined Authority	Increase regional capability and capacity in data analytics to support data-led connectivity initiatives including an autonomous vehicle testbed.	£1,000,000	Information, Ticketing and Technology
CA51	Unified open data for regional transport	North East Combined Authority	A unified open data operation for regional transport so it is fully accessible to all and do data provided for different types of transport is in a similar format.	N/A	Information, Ticketing and Technology
DU06	Mobility Hubs & Last Mile Connectivity in Durham	Durham County Council	Supporting last mile connectivity via a series of mobility hubs across the county.	£14,000,000	Bus and Last Mile
DU31	East Durham Masterplan	Durham County Council	Improvements in and around Horden, Peterlee and Murton.	£20,000,000	Active Travel
GA04	Blaydon station to town active travel link	Gateshead Council	Potential improvements at Blaydon rail station.	£12,000,000	Active Travel
GA11	Bill Quay pedestrian link to a future Metro Station	Gateshead Council	Pedestrian link from Gullane Close in Bill Quay to proposed Metro Station at Mill Lane.	£100,000	Active Travel
NX20	Ferry - Royal Quays Landing study	Nexus	To explore a Ferry Landing at Royal Quays.	£14,000,000	Ferry

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
CA27	Transport Maintenance	North East Combined Authority	Continued transport maintenance funding and targeting decarbonisation solutions and maximising technology for asset management includes maintenance for active travel measures.	£600,000,000	Revenue
CA70	Reopening of Stillington Line to passenger services towards Teesside	North East Combined Authority	Stillington Line to enable passenger services between NE and Tees.	N/A	Heavy Rail
DU26	Urban Active Mode Routes identified in Local Cycling and Walking Investment Plans	Durham County Council	Delivery of core improvements to active travel routes.	£200,000,000	Active Travel
DU30	Rural Active Mode Improvements in Durham	Durham County Council	Delivery of rural priorities for active travel.	£50,000,000	Active Travel
DU28	Inter-Urban Active Mode Routes	Durham County Council	Connecting towns and Durham City together through ctive travel improvements.	£126,000,000	Active Travel
DU43	Barnard Castle Local Traffic Improvements	Durham County Council	Measures in and around Barnard Castle, discouraging non essential traffic away from the Town Centre bringing associated environmental, road safety, and air quality benefits to the Town.	£30,000,000	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
DU44	West Auckland Bypass	Durham County Council	Potential second phase of Toft Hill scheme from Spring Gardens to A68.	£27,000,000.00	Road
EX06	A1(M) Barton to Chester-Le-Street widening (J56-J57 and J60-J63)	National Highways	Requires further studies but looking at capacity improvements on the A1 between Barton and Chester le Street.	Funding External	Road
EX15	Ensuring targeted investment in digital connectivity when making physical alterations to works	DfT	Ensuring targeted investment in digital connectivity when making physical alterations to works.	Funding External	Information, Ticketing and Technology
EX17	Freight Gauge Clearance	Great British Railways	Freight gauge clearance - Work closely with Great British Railways and private sector to improve line speeds along freight routes.	£10,000,000.00	Heavy Rail
GA07	West Tyneside cycle route (bridge over ECML)	Gateshead Council	New bridge over East Coast Main Line between Chowdene and Team Valley.	£10,000,000	Active Travel
GA16	New Derwent Walking and Cycle Crossing at Metrogreen	Gateshead Council	New crossing of River Derwent at Metro Green.	£10,000,000	Active Travel

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NE01	Airport access upgrades to facilitate housing growth and the onward success of the airport	Newcastle City Council	Development of a link road to Newcastle Airport between A696 and Brunton Lane, to enable development of Newcastle Airport Enterprise Zone and Newcastle housing sites. Exploration of the extension of active travel infrastructure to Callerton and additional connectivity to Kenton.	£15,000,000	Road
NE14	New PT Route delivered to the West of Newcastle	Newcastle City Council	New Westbound public transport from Central Station/St James.	£40,000,000	Metro
NO01	Facilitating growth of Ponteland and addressing congestion	Northumberland County Council	The A696 is part of the Primary Road network in Northumberland. The scheme objectives are to provide an alternative route for through traffic including heavy goods vehicles thus reducing delay to traffic through the village.	£80,000,000	Road
NO09	Facilitating the growth of Newbiggin and Ashington, improving public and active travel routes, capacity and addressing congestion	Northumberland County Council	Road network improvement scheme - provision of a new link road between Newbiggin and Ashington.	TBC	Road
NO10	Facilitating the growth of Morpeth, improving public and active travel routes, capacity and addressing congestion	Northumberland County Council	Limited east west connectivity through Morpeth resulting, specifically in capacity constraints at A197/A192 Mafeking roundabout. This has a significant impact on journey time reliability on what is a key strategic bus route.	TBC	Road

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
NO11	Facilitating the growth of Cramlington, improving east west public and active travel capacity and addressing congestion	Northumberland County Council	Proposed route consists of two separate lengths of road the north of the town centre which would complete the link from Station Road roundabout in the west to the B1505 or A189 Spine Road in the east. This can link into the existing extensive network of cycle connections across the town.	TBC	Road
NO12	Facilitating the growth of Cramlington, improving public and active travel capacity and addressing congestion	Northumberland County Council	Road network improvement scheme- provision of a new link road at Lancastrian Road Cramlington.	TBC	Road
NO14	Belford Station	Northumberland County Council	The proposal is to construct a new station to serve the village of Belford and the surrounding catchment area of north Northumberland.	£14,070,000	Heavy Rail
NT12	New rail station on East Coast Main Line - North West of North Tyneside	North Tyneside Council	Provision of a rail station on the East Coast Main Line in the North West of North Tyneside, and associated infrastructure.	TBC	Heavy Rail
NX16	South Shields Ferry Landing Renewal and Replacement of both vessels	Nexus	Renewal of the South Shields ferry landing, replacement of the Pride of the Tyne with an ultra-low/zero emissions vessel, longer-term replacement of Spirit of the Tyne or retrofitting to ensure improved environmental performance.	£20,000,000	Ferry



Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU05	Kier Hardie Way All user improvements	Sunderland City Council	As above, intervention has not been fully finalised as of Spring 2024. However the intention is to convert the A1290 Kier Hardie Way running from the Camden Street gyratory in the west to the junction with the A1018 in the east into a dual carriageway.	£50,000,000	Road
SU07	Queen Alexandra Bridge (A1231) / Camden Street Gyratory improvements. To provide congestion relief and bus priority	Sunderland City Council	Removal of gyratory system and replaced with a new two-way system between Wessington Way and Kier Hardie Way. Improvements to non-motorised user route that runs adjacent to the route.	£6,000,000	Information, Ticketing and Technology
SU19	"Inner Ring Road Eastern Section Southern bridgehead Junction	Sunderland City Council	Remove roundabout and install new signalised junction to accommodate changes in traffic flows and use.	£10,500,000	Bus and Last Mile
SU20	Inner Ring Road Eastern Section High Street West junction	Sunderland City Council	New signalised junction with dual carriageway approach.	£6,000,000	Bus and Last Mile
SU21	Inner Ring Road Eastern Section Borough Road Junction	Sunderland City Council	New signalised junction with dual carriageway approach.	£6,000,000	Bus and Last Mile

Scheme No.	Scheme Name	Promoter	Scheme Description	Total Cost	Scheme Type
Reach and resilience of infrastructure					
SU22	Inner Ring Road Eastern Section Hendon Road/ Lawrence Street junction"	Sunderland City Council	New signalised junction with dual carriageway approach.	£4,000,000	Bus and Last Mile
SU23	Inner Ring Road Eastern Section - A1018 / A1231 Junction	Sunderland City Council	Replacing existing roundabout at A1018/A1290 junction with a new signalised junction with bus priority and new crossing facilities for non-motorised users. Increase lane width on approaches.	£6,000,000	Bus and Last Mile
Safety, especially of women and girls, and other improvements in service quality					
CA04	Short term Timetabling amendments Introducing earlier and later local rail services systemwide	North East Combined Authority	Delivering timetable amendments to deliver greater connectivity including first and last train and bus times to ensure they meet user needs. To consider revenue subsidy requirements, probable costs from impacting overnight engineering works.	N/A	Heavy Rail
EX11	Local rail Diesel fleet replacement – regional	Great British Railways	Support Northern in bid to secure funding for carbon zero fleet.	Funding External	Heavy Rail



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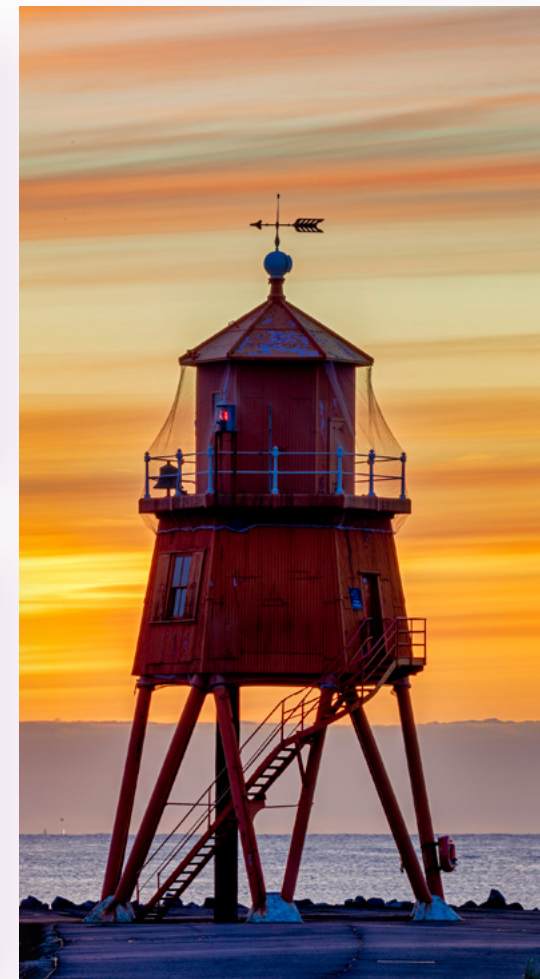
# The Mayor's North East Local Transport Plan Consultation

Overview and findings



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# Introduction

## Working together for the North East

Collaborating with our partners and local authorities, we'll create a better North East by connecting communities, giving people the skills to succeed, and improving wellbeing for all, so that the North East is recognised as an outstanding place to live, work, visit and invest.

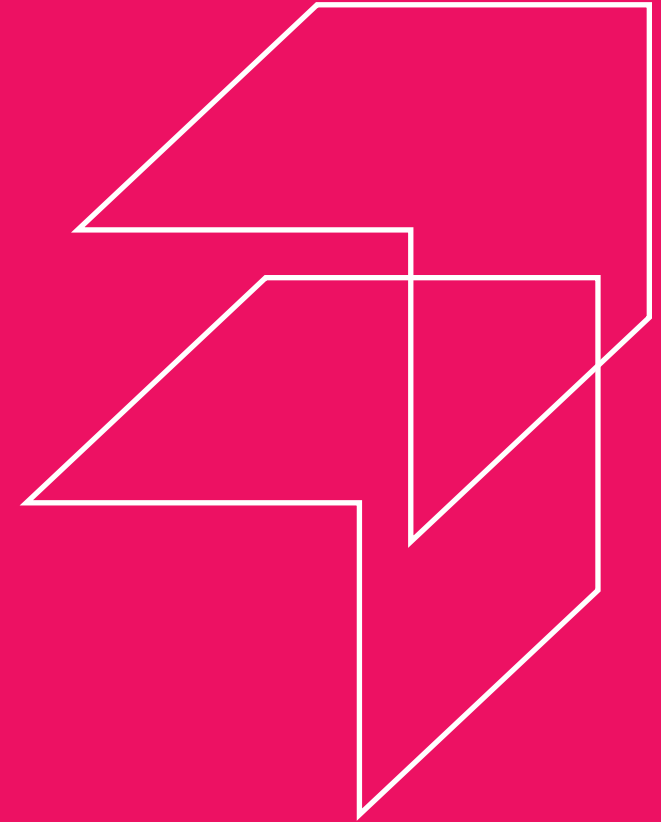
Transport is a key factor in contributing to the North East Combined Authority's role in improving our economy, skills, health, and environment. Making journeys is good as it benefits our economy. However, greener journeys are even better as they also benefit our environment and health. The Mayor's Local Transport plan aims to deliver a green, integrated transport network that works for all.

Our draft plan was out for public consultation from 4 November 2024 until 26 January 2025. We asked the public to help shape the Mayor's plan to ensure it's right for them. To achieve success, we wanted the consultation to be far reaching and connect with anyone with an interest in improving transport, seeking to achieve maximum engagement with, and representation from, all sections of society in the region.

The following documents our overview and findings from this consultation.



# Our audiences and approach



# Our audiences

The North East Mayoral Transport Plan has been shaped through extensive consultation, designed to ensure that the views and experiences of our communities informed our plan from the outset. We are committed to delivering a transport network that works for everyone, and this consultation gave us the chance to hear directly from the people who live, work, and travel across our region, to check that we got it right.

## Our people

Listening to the people of the North East was at the heart of this consultation. We understand that a truly effective and inclusive transport system must be shaped by the experiences and needs of the people who rely on it every day. That's why we made it a priority to hear from residents in all corners of the region – whether they live in our urban centres, coastal towns, or rural villages. We sought input from everyone, regardless of how they interact with our transport network: as drivers, public transport users, cyclists, walkers, freight logistics or any combination of these, for work or for leisure.

**Our approach focused on ensuring all voices were heard, including:**

### All transport users

From commuters and logistics operators to tourists, this consultation embraced everyone who uses our transport network – whether it's for work, leisure, accessing services and healthcare, or moving goods across the region.

### Young people

We engaged with young people to understand how transport impacts their education, career aspirations, and social lives, recognising the importance of shaping a system that serves their future needs.

### Older residents and people with disabilities

Accessible, reliable, and inclusive transport is essential for older residents and those with disabilities, whose perspectives were vital to this consultation.

### Women and girls

We paid particular attention to the unique transport experiences and safety concerns of women and girls, ensuring their voices are not just heard but prioritised, aligning with the commitments of Mayor Kim McGuinness to make our transport system safer and more inclusive for all.





## Statutory consultees

Statutory consultees were a key audience for the consultation. These organisations bring expert knowledge and a deep understanding of the region's transport and environmental challenges. By working closely with statutory consultees, we've been able to align our plans with legal requirements and national standards while embedding sustainability at every stage. We have worked closely with the statutory consultees defined in the Local Transport Act throughout the consultation, ensuring the insights of these partners have all had the opportunity to be part of this consultation and their comments considered and incorporated in our response.

### The statutory consultees include:

- Bus operators
- National Highways
- Subnational Transport Bodies (e.g Transport for the North)
- The 7 Local Authorities in the North East CA area
- Passenger Transport Executives (PTEs)
- Public transport user groups
- Rail operators (i.e. Train Operating Companies)
- Active Travel England



## Partners and key stakeholders

We also engaged extensively with our partners and stakeholders. The North East is a region of collaboration, and our success depends on strong partnerships. Universities, colleges, schools, businesses, and advocacy groups have all contributed to this consultation, sharing their knowledge and helping us understand what their communities need from a transport system. These include:

- **Educational institutions** highlighted the importance of connecting students to education and employment opportunities.
- **Businesses and employers** made clear the vital role transport plays in driving economic growth and ensuring access to jobs.
- **Community and advocacy groups** spoke up for those who often feel left behind, making sure this plan is inclusive and fair.

This consultation was about ensuring our shared vision for transport in the North East was right. By listening to the voices of residents, statutory consultees, and our key partners, we've created a plan that puts people first. With safety, accessibility, and sustainability at its core, our transport plan reflects what matters most to the communities we serve.

# Our methodologies

To ensure a broad and inclusive approach to the consultation process, we employed a variety of methodologies, each designed to maximise engagement and accessibility.

Below is a breakdown of the key methods we used:

## Online survey

The online survey served as our primary route to market, offering a convenient and accessible platform for individuals to share their views. It was designed to be user-friendly and compatible across devices, ensuring people could participate at their convenience. The survey included a mix of open and closed questions to gather both quantitative data and detailed qualitative feedback.

## Online events

Our online events provided an interactive platform for attendees to ask questions, discuss key aspects of the Plan, and hear directly from the team behind its development. These events were organised to accommodate those unable to attend in person, offering an accessible option for engagement regardless of geographical location or personal circumstances.

## Community in-person events

We hosted in-person drop in events across the region to engage directly with communities. These events were designed to create a welcoming and open environment where participants could voice their thoughts, and share ideas. Holding events in varied locations ensured we reached people from urban centres, coastal towns, and rural villages.



## Meetings with partners

We accepted meeting requests from partners, stakeholders, and community groups, providing tailored opportunities for in-depth discussions. These meetings were particularly valuable for understanding the perspectives of organisations and groups with specific interests in transport planning and delivery.

## Written submissions

To accommodate those who preferred to provide detailed or formal input, we welcomed written submissions. This allowed participants to share their views in a structured and thoughtful way, particularly for organisations or individuals with complex feedback that couldn't be fully captured through other methods.


By incorporating these varied methodologies, we ensured that everyone—regardless of their preferences, circumstances, or resources—had the opportunity to engage meaningfully in the consultation process. This diverse approach reflects our commitment to best-practice consultation principles, prioritising inclusivity, accessibility, and transparency.





# Our Analytical Approach

Our evidence and evaluation team provide expert advice and guidance across the organisation on:




### Data

Including source and access, considerations in terms of analysis and reporting.



### Research

Including developing project proposals, approach(s), surveys and consultations and reporting.



### Evaluation

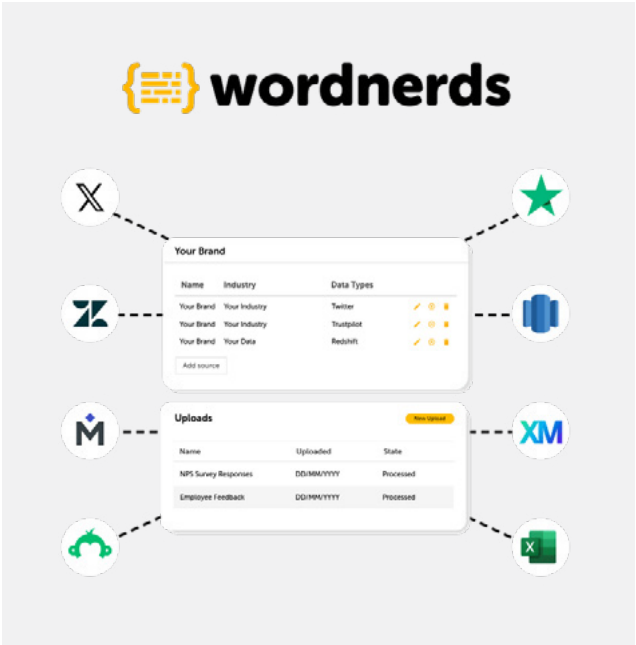
Including logic model development, methodologies and reporting outputs.

As a result, their participation in this consultation was vital as they took the lead on creating and managing the analytical approach throughout the project. Firstly, they created the online consultation questions to ensure they were written in plain English and proportionate to the ambitions of the consultation exercise. Secondly, they created a sampling framework to ensure the consultation was representative of our region and communities.

The team also worked in partnership with Wordnerds, a customer feedback analysis tool that helps organisations to analyse qualitative insights and feedback. This allowed us to assess the topics and themes coming through our consultation activities in real time.

The Wordnerds platform allowed us to conduct sentiment analysis (how positive or negative comments are) and thematic analysis against the five key themes within the Transport Plan and any unsupervised topics that surface through this exercise.

This analysis was considered in relation to our regional demographics and characteristics e.g. geography.





# Where our responses came from

**To achieve maximum engagement with, and representation from, all sections of society in the region we worked hard to ensure responses came from a wide variety of places. Statutory consultees, young people, women and girls, disadvantaged and rural communities were just some of the key audiences in which we focused our attention.**

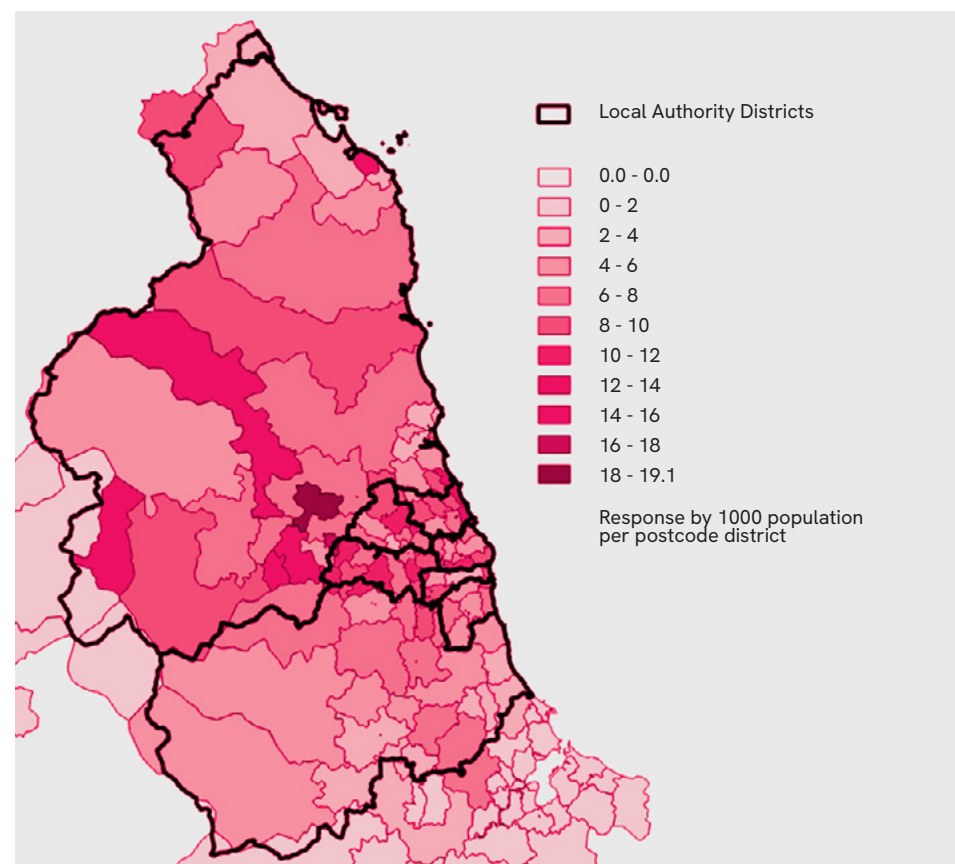
In terms of approach, we focused our efforts on different routes to market and our engagement with key stakeholders was positioned to be as flexible as possible. We worked closely with partners, stakeholders, and in particular our local authority colleagues, to help reach those audiences that we didn't have existing relationships with. For example, we worked closely with organisations like Age UK, Northumberland College, Deaflink and the West End Women and Girls Centre to engage their audiences via methods such as focus groups, events, toolkits, and bespoke communications.

Statutory consultees were a key part of the consultation, as there is a statutory duty on authorities to produce a LTP under the Transport Act 2000. In preparing the Local Transport Plan, and in keeping it under review, we were happily obliged to consult with certain groups. We engaged with these

audiences regularly throughout the consultation to encourage a formal response as much as possible. Many of these were provided through written letters/detailed feedback. 84% of our statutory consultees provided a response, and these were individually reviewed.

It was important that we gave those who didn't have digital access the opportunity to have their say, as well as providing an opportunity for those who would rather have an in-person discussion with the team to understand more about the Plan, consultation, and how they can contribute. We therefore held 36 events across the region, including pop up events in public spaces, and bespoke events to help us engage with different audiences such as women and girls, disability groups, and young people.

Young people in particular were a group we were keen to engage with, as traditionally it is the older demographic that tend to respond to these types of consultations. As a result, we created a young person friendly version of the survey that we distributed through schools and colleges across the region, which generated 133 responses. In total, 7% of our survey responses were from young people under the age of 25.



When it comes to localities, we continually measured the responses from across the seven local authority areas and compared them to the ONS population to ensure we were getting fair representation from across the region.

Where numbers weren't representative, we pivoted activity to target those which needed more/less engagement. As a result, we managed to achieve a fair balance of responses from across the region which is demonstrated in the chart above.

# Responses to the consultation

16,294  
total responses

15,985  
online survey responses

36  
Community engagement sessions

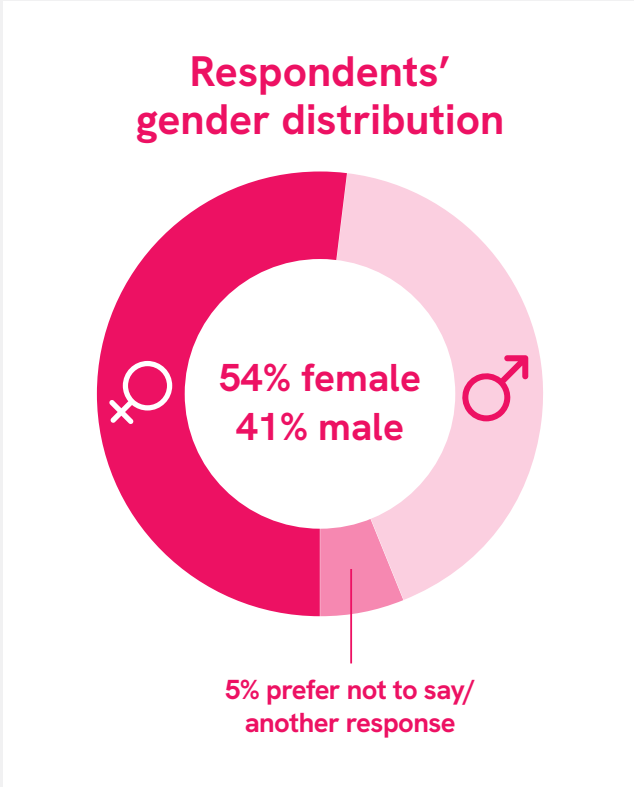
4  
Online events

133  
young person survey responses

9  
Bespoke events

16  
Statutory responses

111  
Letters and emails



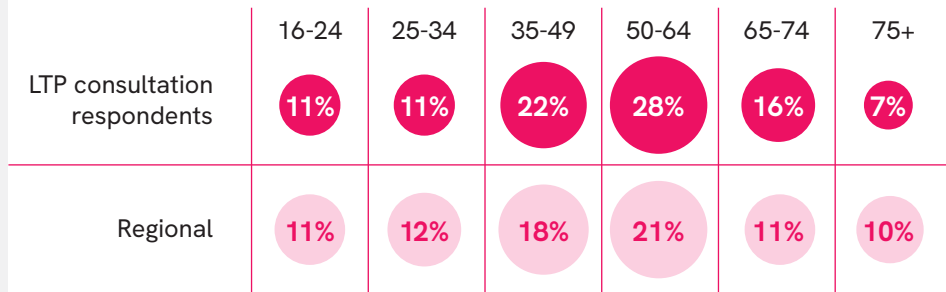
### Respondents' health conditions

37% of respondents have a disability, impairment or health condition affecting daily life.

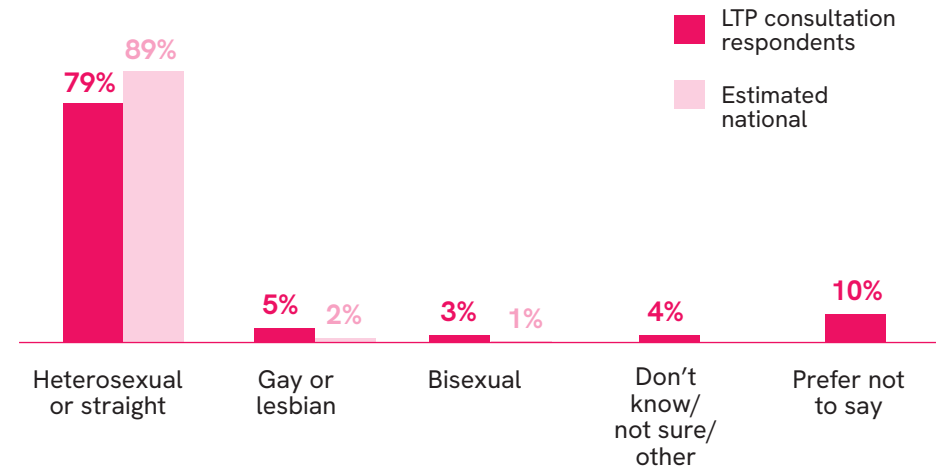
An estimated 21% of our region's population describe themselves as having a disability.

Local Authority	LTP Consultation respondents	ONS population
County Durham	21%	27%
Gateshead	15%	10%
Newcastle upon Tyne	15%	15%
North Tyneside	15%	11%
Northumberland	15%	16%
South Tyneside	7%	8%
Sunderland	12%	14%

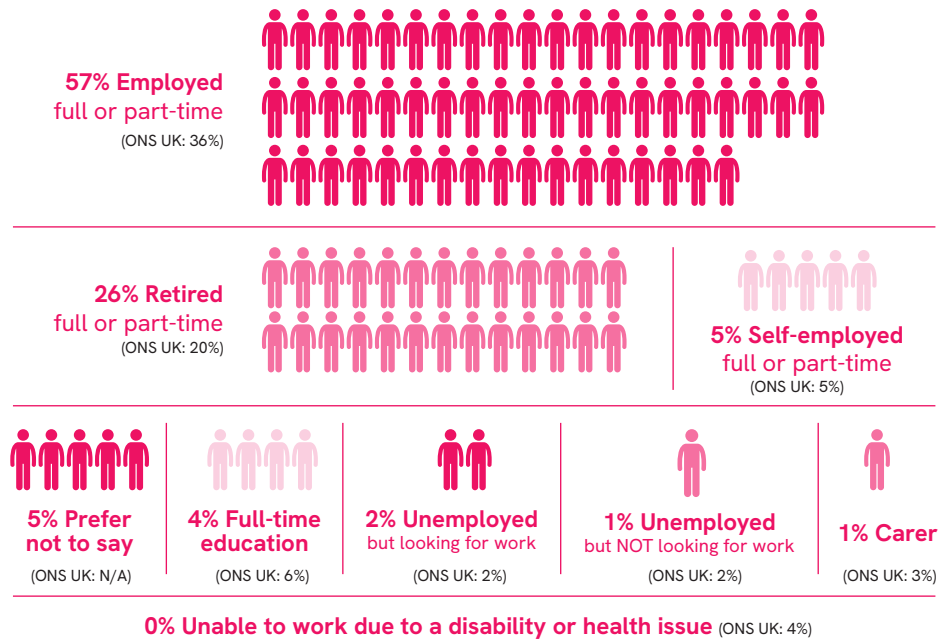
## Respondents by age bracket



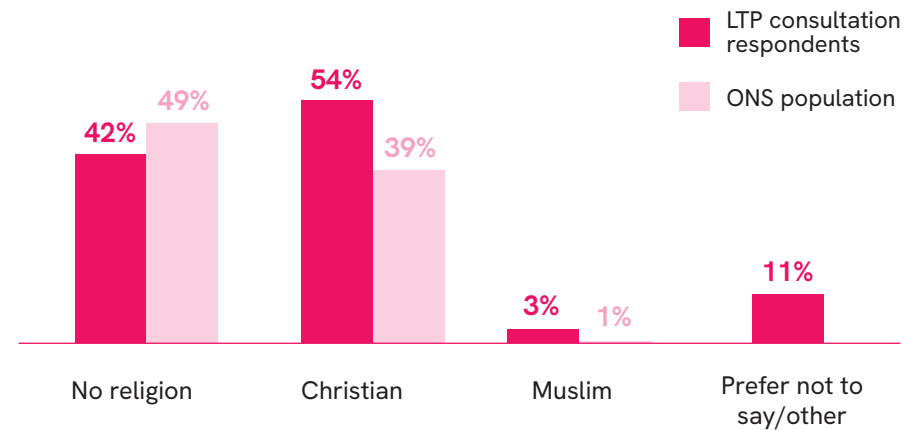
## Sexual Orientation



## Employment Status



## Religion





# Overall findings



# Overall findings

The responses received from the consultation were vast, insightful and constructive, allowing us to reshape and finalise the North East Local Transport Plan and Delivery Plan with confidence. To give us a clearer focus we've broken the findings down into key themes over the next few pages.

## We asked, you said



### Support for the mayor's vision

The North East Local Transport Plan outlines the mayor's ambition for a green, integrated transport network that works for everyone.

#### Public support:

**81% support the ambition, with 54% strongly supporting it.**



### Challenges in our transport system

Many people face difficulties when using public transport due to:

- Lack of clear journey planning information
- Confusing and expensive ticketing
- Unequal access to transport options
- Frequent disruptions from traffic, delays, and bad weather
- Concerns about safety, especially for women and girls

#### Public agreement:

**85% agree these challenges exist, with 46% strongly agreeing.**



### Our plan for a better transport network

We aim to:

- Simplify journey planning with better access to information
- Introduce simple, affordable, multi-use tickets
- Expand sustainable transport options across the region
- Improve system resilience to reduce disruptions
- Ensure safety for all passengers at every stage of their journey

#### Public agreement:

**85% agree we are focusing on the right improvements, with 42% strongly agreeing.**



### Impact on sustainable travel

We asked how the proposed improvements would affect the use of sustainable travel (walking, wheeling, cycling, public transport, and zero-emission vehicles).

#### Public response:

**64% said they would use sustainable travel more if improvements were made.**



### Young people's support for a green transport system

We asked young people:

"The mayor wants to create a green transport system that's easy to use and works for everyone. How much do you support this idea?"

#### Response:

**77% supported the idea, with only 2% opposing it.**

# Sentiment analysis

Sentiment analysis is the process of classifying whether a block of text is positive, negative, or neutral.

Almost 30,000 unstructured text responses were analysed, and sentiment analysis determined the proportion of comments that were positive, neutral or negative.

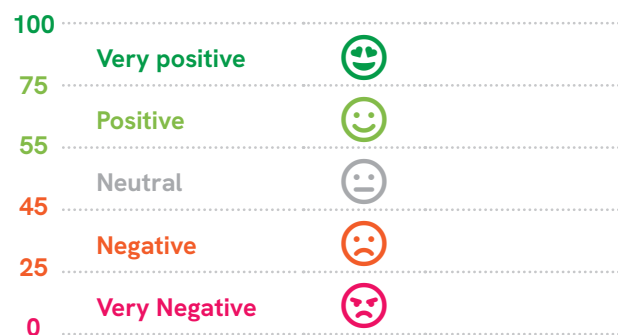
The vast majority of unstructured text responses came from the online survey, although responses received via email and online events were also recorded and analysed.

The overall sentiment score was on the negative/neutral boundary, with the neutral responses accounting for almost half, negative over a third - and less than a fifth positive.

**Note:** The survey contained three open-end questions, and each response is counted individually above.

## Sentiment key

Sentiment is scored on a scale of 0 to 100; the score thresholds are shown along the dotted line. Where only three sentiment groups are shown, the two positive and two negative groups are combined.



## Identifying unique issues

Using a probability metric to identify which issues are more specific to filtered data sets.

## Measuring how unique an issue is

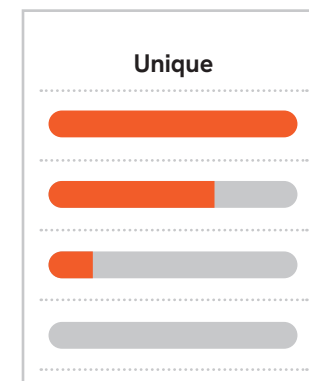
Understanding the volume and sentiment of discussions on a particular issue is useful, but it's often more insightful to put this into context – specifically, to see how unique an issue is to a particular segment of respondents or how much it overlaps with another theme. To assess this, we've used Unique, and the Unique Bar is shown throughout the report.

The technology works by analysing the filtered dataset and comparing it with the rest of the data in the project. The more unique a theme or topic is, the more specific it is to the filtered dataset – meaning it is either exclusively discussed within that set or appears in a significantly higher proportion compared to the broader data.

For this project, we have used this technology to identify issues that affect specific categories or demographics. For example, both *buses* and *metro* are mentioned frequently in the data. The highest-volume topics in any filtered view will likely include these, but looking at Unique helps us cut through the noise and identify the themes that are genuinely distinctive to a group.

## Unique bar

Where the Unique Bar is displayed, it indicates how specific an issue is to a filtered dataset. The fuller the Unique Bar, the more unique the issue is.





# Top Level View - Core Commitment Categories

Our core commitment categories are:

- 1) Planning, informing, supporting
- 2) Ticketing and fares
- 3) Reach and resilience
- 4) Safety
- 5) Connections

Over 80% of responses mentioned at least one of the core commitment categories, with reach and resilience the most discussed, and also discussed the most negatively.

Full Dataset 28,385	Matched 23,325	82.17%	🙄 44
1) Planning, informing, supporting	<div><div></div><div></div><div></div></div>	🙄 43	💬 4638
2) Ticketing and fares	<div><div></div><div></div><div></div></div>	🙄 45	💬 5739
3) Reach and resilience	<div><div></div><div></div><div></div></div>	🙄 42	💬 15747
4) Safety	<div><div></div><div></div><div></div></div>	🙄 43	💬 4956
5) Connections	<div><div></div><div></div><div></div></div>	😐 45	💬 7332
Unmatched	<div><div></div><div></div><div></div></div>	😐 49	💬 5060

# Responses that didn't discuss the core commitments

18% of responses didn't discuss one of the core commitment categories, and has been considered as 'unmatched' data.

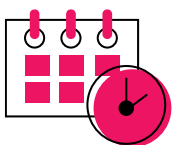
2% of these 'unmatched' responses were from respondents keen for more sustainable options, particularly trams to connect transport hubs. While 3% say they prefer using the car.

There is a desire for better and more direct access to health centres and hospitals particularly for those in Northumberland and North Tyneside.

Full Dataset 28,385	Matched 5,122	18.04%	☹️ 49
Theme	Volume	Sentiment	Unique
Tram	25	☹️ 51	<div></div>
Sustainable	124	☹️ 52	<div></div>
Prefer car use	167	☹️ 46	<div></div>
Health	38	☹️ 44	<div></div>
Scooters	12	☹️ 42	<div></div>

"Connectivity from where people live to where people need to work, go to hospital appointments and shop. The infrastructure is not there to help people get from A to B in Northumberland."

"Better connections for those needing to reach hospital appointments / treatment centres that are no longer close to home due to services being moved away to further afield venues"



# Planning journeys

Over 15% of text responses mentioned the category of planning, informing, supporting, with staffing/availability the biggest issue, followed by timetables, where buses had the biggest problems.

**Staffing and availability drives 34% responses in this category. This is closely linked to feeling safer when travelling with a desire for police/security presence on metros and at stations.**

When discussing **timetables**, 65% of responses are referencing buses while only 29% metros. People want to see alignment between buses and trains and accurate real time updates. Live updates can be impacted by lack of digital access, inaccuracies and having to use multiple apps to plan a journey across Local Authorities.

**Accessibility** 6% state that they struggle with space for both buggies and wheelchairs, 4% mention need for onboard support.

Full Dataset 28,385	Matched 4,638	16.34%	🙄 43
Staffing/availability	<div><div></div><div></div><div></div></div>	🙄 44	💬 1564
Timetables	<div><div></div><div></div><div></div></div>	🙄 41	💬 1311
Accessibility	<div><div></div><div></div><div></div></div>	🙄 42	💬 735
Real time updates/tracking	<div><div></div><div></div><div></div></div>	😞 49	💬 732
Information provision	<div><div></div><div></div><div></div></div>	😞 46	💬 689
Apps	<div><div></div><div></div><div></div></div>	🙄 41	💬 634
Website	<div><div></div><div></div><div></div></div>	🙄 41	💬 204
Onboard support	<div><div></div><div></div><div></div></div>	🙄 35	💬 167
Wifi	<div><div></div><div></div><div></div></div>	🙄 40	💬 34
Social media	<div><div></div><div></div><div></div></div>	🙄 38	💬 26
Charge phones	<div><div></div><div></div><div></div></div>	🙄 43	💬 14

"As a wheelchair user, I can't always get onto buses because the wheelchair bays are full or taken up by prams."

"Conductors or wardens on the vehicles with the powers necessary to evict passengers and follow through on convictions. Make it policy that all people under 18 must be accompanied by a suitable adult."

"Often v inadequate bike parking available. Unable to take my bike on the metro unless at very specific times so connecting metro journeys with bikes is challenging."



# Ticketing and Fares

1 in 5 responses mentioned ticketing and fares; discussion around ticketing was more likely to be mentioned in relation to the Metro and trains.

Within comments on value for money we see responses mention the need for more affordable travel, but also 8% of these would like better understanding of travel zones and usage.

**Integrated ticketing** is desired for a number of reasons: ease of travel, ease of planning and a tap on system that gives the best possible price for the journey.

**Understanding zones** and different operators causes people to describe ticketing as confusing and frustrating- particularly being unable to use train tickets across operators when facing cancellations.

Full Dataset 28,385	Matched 5,739	20.22%	🙄 45
Ticketing (general)	<div><div></div><div></div><div></div></div>	🙄 44	💬 3294
Value for money	<div><div></div><div></div><div></div></div>	🙄 44	💬 2682
Integrated ticketing	<div><div></div><div></div><div></div></div>	😐 50	💬 1323
Fares	<div><div></div><div></div><div></div></div>	🙄 45	💬 936
Understanding zones	<div><div></div><div></div><div></div></div>	🙄 45	💬 630
Smart tickets	<div><div></div><div></div><div></div></div>	🙄 42	💬 514
£2 cap	<div><div></div><div></div><div></div></div>	🙄 38	💬 177
Ticket machines	<div><div></div><div></div><div></div></div>	🙄 26	💬 37
Cash	<div><div></div><div></div><div></div></div>	🙄 34	💬 33
Ticket offices	<div><div></div><div></div><div></div></div>	🙄 44	💬 9

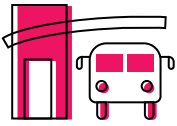
"The cost of transport makes it almost inaccessible to me as a student."

"Lack of knowledge to what the final cost shall be when going across different operators"

"Improve the Pop card top-up system. Have a system where you are charged the cheapest fare at the end of the day based on your journey (like Oyster)."

"Follow TFL or TFGM and have one branded network, where tickets apply on all buses (or, ever better, there is a hopper fare, just like TFL)."





# Reach and resilience of infrastructure

Over half of responses mentioned reach and resilience, with punctuality/reliability and journey times the big issues - delays and disruption were discussed the most negatively.

**Punctuality and reliability comments are more likely to be referencing buses and the delays and disruptions that hit services.**

**Journey times** are not only viewed as too long but are heavily impacted by delays which make respondents feel that car travel is their only reliable way to get to work. 6% discuss the need for more direct/express services.

**Delays and disruption** comments overlap with overcrowding (9% of delays comments mention this) and are more unique to buses (69%). As well as longer journey times, we also see concerns over safety when waiting around at stops/stations and complaints over live times on the apps.

Full Dataset 28,385	Matched 15,747	55.48%	🙄 42
Punctuality and reliability		🙄 39	💬 5451
Journey times cxt		🙄 34	💬 5060
Delays and disruption		🙄 29	💬 2420
Gaps in network		😐 51	💬 2113
Frequency		😐 52	💬 1519
Journey times		🙄 42	💬 1080
Transport availability		🙄 41	💬 999
Overcrowding		🙄 30	💬 999
Pavements and walkways		🙄 43	💬 902
Traffic congestion		🙄 34	💬 827
Zero emissions vehicles		😐 47	💬 722
Evening services		🙄 45	💬 697
Direct/express services		😐 50	💬 692

"Buses turning up on time not being cancelled constantly and drivers having a better attitude"

"Not waiting around for a bus or train longer than 20 minutes would help. Reliable transport. More busses and trains locally."

"Buses not turning up or having to wait ages. Unreliable service. Not always easy to access for those with disabilities, hard to work out how to get places. Feeling unsafe, including when waiting for transport on metro stations or bus interchanges."

"Dangerous overcrowding on some services. So much so people including staff cannot move through carriages."



# Safety

The Metro was the mode most likely to be discussed in relation to safety at over 40% of responses.

**Personal safety and feeling safe on public transport were spoken about in 28% of the overall discussion on safety, with 41% specifically mentioning the Metro, and 36% buses.**

**Visibility of staff** was closely related to Metro users: 17% of these discuss the need for police or security presence at Metro stations and onboard.

**Pedestrian safety** picks up on concerns over walkways and pavements (44%). Primarily, better maintenance of footpaths and ensuring they are well lit as well as issues such safe alignment with cycle lanes and traffic/crossings.

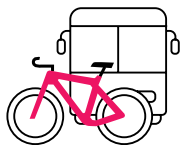
Full Dataset 28,385	Matched 4,956	17.46%	🙄 43
Safety	<div><div></div><div></div><div></div></div>	🙄 44	💬 2963
Personal Safety	<div><div></div><div></div><div></div></div>	🙄 41	💬 1408
Visibility/Action of Staff	<div><div></div><div></div><div></div></div>	🙄 42	💬 907
Pedestrian Safety	<div><div></div><div></div><div></div></div>	😐 48	💬 707
Being Female	<div><div></div><div></div><div></div></div>	🙄 38	💬 637
ASB	<div><div></div><div></div><div></div></div>	🙄 34	💬 602
Lighting	<div><div></div><div></div><div></div></div>	🙄 44	💬 568
Manned/Gated Stations	<div><div></div><div></div><div></div></div>	😐 47	💬 219
Police/Security Staff	<div><div></div><div></div><div></div></div>	🙄 43	💬 217
CCTV	<div><div></div><div></div><div></div></div>	😐 46	💬 120

"Feeling safe, warm and being able to see where I am on my journey without the use of my map or app."

"Increased staff presence/CCTV on services later at night would also help with feeling secure"

"Stops are poorly lit, CCTV is too old, and often there's nobody there at certain times of the day/night. This isn't just city metro lines, but also buses."

"Poor pavement quality and pavement parking  
Lack of safe cycle infrastructure and lack of consideration from drivers  
Expensive public transport"



# Connections

Over a quarter of responses discussed connections and the need to make it easier to combine multiple modes of travel.

**Stations and stops are mentioned most here. Trains are most unique mode in this theme with discussion around staff availability, safety and improved parking being needed.**

**Mentions of cycle routes/lanes** focuses on safety and integration with pedestrians. There is also desire for better storage and transportation of bikes.

58% of conversations around **integration** are about ticketing that is easy to use across modes/operators. 17% mention the need for timetable alignment to reduce wait times.

Full Dataset 28,385	Matched 7,332	25.83%	👎 45
Stations and stops	<div><div></div><div></div><div></div></div>	👎 40	💬 2425
Cycle routes/lanes	<div><div></div><div></div><div></div></div>	😊 47	💬 2028
Integration	<div><div></div><div></div><div></div></div>	😊 52	💬 1448
Change modes	<div><div></div><div></div><div></div></div>	😊 47	💬 1052
Parking	<div><div></div><div></div><div></div></div>	👎 42	💬 796
Bike storage	<div><div></div><div></div><div></div></div>	😊 46	💬 593
Walking between services/modes	<div><div></div><div></div><div></div></div>	😊 46	💬 533
Timetable alignment	<div><div></div><div></div><div></div></div>	😊 53	💬 511
EV charging	<div><div></div><div></div><div></div></div>	😊 50	💬 431
Park and ride	<div><div></div><div></div><div></div></div>	👎 45	💬 289

"More investment in walking and cycling infrastructure construction and maintenance including winter maintenance"

"Safer cycling paths that are separate to road which have priority over traffic at junctions. "

"Bus isn't available. Parking is expensive. Parking bays too small when limited mobility "

"Secure, monitored cycle parking for the **WHOLE** bike, so I don't have to remove my accessories, saddle etc so it doesn't get nicked."



# Women and girls

## Safety

Woman and girls accounted for almost 58% of discussion on safety, primarily discussing **journey times** and **long waits at stations and stops**. 1 in 5 mention both **journey times** and **staff visibility**.

Theme	Volume	Sentiment	Volume %	Unique
Woman or girl	2,894	47	58%	<div></div>
Man or boy	1,384	52	28%	<div></div>

"Feeling safe, warm and being able to see where I am on my journey without the use of my map or app."

"Human presence on stations (rail and bus) for info/safety"

## Reach and resilience

Responses from woman and girls are more likely to discuss issues around reach and resilience where buses are the biggest problem. **Punctuality and reliability** was the biggest issue with over half of these mentioning buses and a quarter mentioning Metro. There was some overlap with **safety** due to more time waiting at stations.

Theme	Volume	Sentiment	Volume %	Unique
Woman or girl	8,172	42	53%	<div></div>
Man or boy	5,761	37	37%	<div></div>

"Buses turning up on time not being cancelled constantly and drivers having a better attitude "

"Not waiting around for a bus or train longer than 20 minutes would help. Reliable transport. More busses and trains locally."



# What this means for the transport plan



# What this means for the transport plan

The responses received from the consultation were vast, insightful and constructive, allowing us to adapt and finalise the North East Local Transport Plan with confidence. Whilst all the statutory responses were fed into the Wordnerds platform, they were also pulled out and review individually. The following table highlights changes made in the post-consultation LTP and Delivery Plan based on consultation feedback.

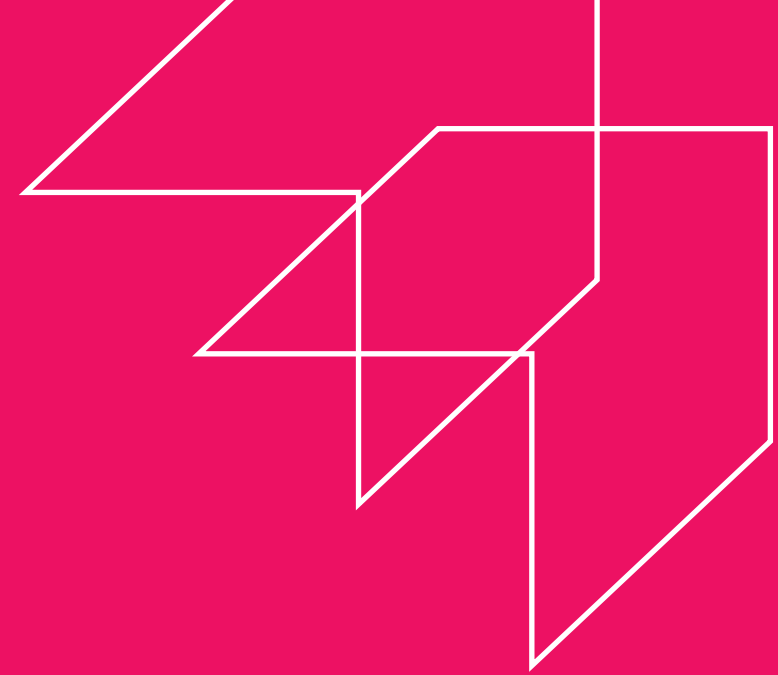
You said	We did
<b>Limited reference to Motorcycles in the draft LTP.</b>	The LTP now includes an acknowledgement that Powered two-wheel vehicles (power-assisted cycles, motorcycles, scooters, and mopeds) also play a role in the transport network. For example, the final LTP also includes reference to motorcycle parking as part of an integrated transport network, supporting seamless connections between different types of transport.
<b>Key Performance Indicators (KPIs) not specific, measurable, timebound targets.</b>	<p>As part of the development of the LTP, a set of cross-cutting KPIs were agreed which are aligned to the LTP's aim and strategic themes for transport. The KPIs are also linked to creating a green, integrated transport network that works for all. Monitoring and evaluation will take place on a yearly basis and be publicly accessible via the North East CA website. This provides a level of accountability, informs whether our strategies and policies are working, and highlights if our KPIs are moving in the desired direction. By reporting on a yearly basis, it allows us to incorporate annually published datasets, whilst also mitigating against variables that could influence smaller intervals. We will monitor our KPIs by continuing to collaborate and effectively share data with both regional and national organisations.</p> <p>Due to the infancy of the North East CA, any implementation of specific targets for KPIs in the LTP is likely to become quickly outdated as our region realises its potential as a combined authority. Therefore, it has initially been decided to move forward with directional targets, with the intention to review and potentially introduce more specific targets in the future.</p>
<b>Gap between levels of committed funding and aspirations / ambition.</b>	Delivery Plan is being reoriented to ensure that the 2027 strand is deliverable. Funding details have been updated and a table has been introduced showing funded and unfunded propositions.
<b>Scheme promoter interventions.</b>	All comments were gratefully received have been logged and shared with the respective scheme promoter as a result a log of changes to the Delivery Plan has been prepared to reference the adjustments and/or responses to the consultation feedback. Adjustments include projects being rescoped, retimed, removed or new projects added. Further detail on changes is available upon request. the pipeline will be regularly refreshed and its performance will be monitored.

<b>Stronger reference needs to be made to partnership working.</b>	<p>A range of stakeholders highlighted the importance of collaboration with key partners such as (but not limited to) schools, colleges, trade unions, tourism organisations, local communities, neighbouring authorities, police, and police and crime commissioners in order to ensure a strategic approach is taken to deliver the ambition to create a green, integrated transport network that works for all across the region.</p> <p>The final LTP now highlights the importance of close partnership working. Delivery will be enabled by the suite of transformational funding, powers and partnerships available to us through devolution deals.</p>
<b>No reference to horses, riders, and carriages as vulnerable road users.</b>	LTP now includes reference to horse riders as vulnerable road users. The LTP makes clear that there should be a specific focus on making roads safer for the most vulnerable users (defined as pedestrians, cyclists, motorcyclists, as well as horse riders and horse-drawn vehicles).
<b>LTP does not mention taxis as part of the wider green, integrated network. Taxis only mentioned in the 'connection between different types of transport'.</b>	<p>LTP now includes stronger reference on the importance of taxis, including private hire vehicles (PHVs), as part of the region's current and future transport network. The LTP makes clear that taxis and PHVs will form part of the creation of a green, integrated transport network that works for all.</p> <p>Reference to taxis has also been included in the 'safety of women and girls, and other vulnerable groups' section as well as 'reach and resilience'.</p>
<b>There is a lack of information on strategic housing and employment sites.</b>	LTP makes clear that the region should integrate transport provision within wider regeneration opportunities. LTP also explores potential delivery approaches which link together placemaking and connectivity. For example, developing the Leamside Line growth corridor.
<b>Highlight the importance of maintaining and renewing critical infrastructure.</b>	The LTP now places a greater emphasis on the importance of maintaining and renewing critical infrastructure, including how the region will pro-actively consider approaches which reduce whole-life costs and minimise disruptions to the region's network.
<b>There should be a stronger emphasis on the importance of our five sea ports and international airport, especially the importance of facilitating the efficient movement of freight.</b>	<p>Section has been strengthened to highlight the importance of improving surface access by sustainable transport to increase connectivity to and from the Airport and sea ports. Text now includes information on the current limitations of public transport access to and from the Airport.</p> <p>The LTP makes clear that expanding the reach of the network should also enable seamless access, for both people and freight, to our key gateways such as Newcastle International Airport, sea ports and national rail services. The LTP also recommends that integrated fares and ticketing should make it easier for people travelling to and from our region's national and international gateways, such as Newcastle International Airport, Port of Tyne's International Passenger Terminal, and mainline railway stations.</p> <p>There is now reference to Newcastle International Airport's plans to create a dedicated airport freight / warehousing development (Site A) to highlight the important steps key partners are taking to help with the movement of freight to and from our international gateways.</p>

<p><b>Lack of information on the transport challenges faced by the visitor economy. The term ‘visitor economy’ to be used instead of tourist industry.</b></p>	<p>Text has been consolidated and made clearer.</p> <p>Text now includes appropriate working of ‘visitor economy’.</p> <p>Text highlights how high quality and integrated transport links such as efficient connections between different transport and integrated ticketing can help promote the visitor economy, leisure, and regional development.</p>
<p><b>Lack of information describing the potential effects of not being able to reach places.</b></p>	<p>During the Mayor’s Local Transport Plan (LTP) public consultation, we heard directly from those working in the visitor economy who highlighted significant transport challenges, particularly in rural areas. These challenges affect not only visitors but also employers, employees, and young people who cannot afford to buy a car. During public consultation, students made clear that whether they can get to an education site impacts their choice of course and where to go to study.</p> <p>Stronger emphasis has been made on how the reach of infrastructure impacts real opportunity e.g. employment and education. The LTP sets out challenges which make it difficult for people to access further education, college sites and training courses.</p>
<p><b>Lack of evidence base for the violence against women and girls.</b></p>	<p>Everyone, though especially women and girls, has the right to feel safe when they travel. The evidence base in the current situation relating to the safety of women and girls, and other vulnerable groups has been strengthened as a result of specific feedback from respondents. North East Mayor Kim McGuinness hosted an event focusing on the safety of women and girls on the transport network as part of a public consultation. The post-consultation LTP now makes clearer that addressing safety issues is essential to ensure that all transport, particularly public transport, is accessible, reliable, and safe for all users. Working with organisations such as local police forces in the North East CA area will be key to address network safety and security.</p>
<p><b>Lack of reference to inclusivity access from communities such as the hearing and visually impaired, and lack of reference to provisions of training for staff to work with vulnerable groups.</b></p>	<p>The LTP’s vision is for the North East to have a green integrated transport network that works for all. Within the Delivery Plan we have a project called Accessibility Audits and Training which looks at physical accessibility of the network and an emerging action plan, as well as an accessible information project which looks at enhancing the supply and quality of public transport information.</p>
<p><b>There are opportunities when promoting schemes the LTP should seek to ensure that reducing CO2 emissions and achieving Net Zero carbon targets are core objectives of projects.</b></p>	<p>Overall, it is considered that the LTP, through shifting travellers to more sustainable and active modes, will be beneficial in respect of reducing air pollution and carbon emissions, the degree to which it will address net zero targets is highlighted. The impact of each transport investment will be appraised in accordance with Best Practice, the impacts can be aggregated up and will be regularly reported to decision makers to show progress.</p>



<p><b>Lack of information on car use and parking policies such as the Workplace Parking Levies and Congestion Charging.</b></p>	<p>The LTP focuses on encouraging people to travel more sustainably by seeking to provide an integrated transport network which is attractive, gets people to where they want to be and is simple to use. We recognise that some journeys will need to be made by car or van and we are not seeking to penalise drivers.</p> <p>Parking policies are outside the scope of the LTP. The Traffic Management Act 2004 imposes an explicit duty on local authorities to manage their road network so as to reduce congestion and disruption, and provides additional powers to do with parking. As a part of this 'Network Management Duty', local authorities need to develop parking strategies (covering on- and off-street parking) that are linked to local objectives and circumstances.</p>
<p><b>More information needed on the role of scheduled coach services with better information on stops.</b></p>	<p>We recognise the role of coach scheduled services and private hire and, as stated in the Delivery Plan, we will develop a Coach Action Plan.</p>
<p><b>More emphasis on high standards of provision e.g. including toilets.</b></p>	<p>As stated in the Delivery Plan, the next generation stations programme will include public convenience in the design of interventions.</p>
<p><b>Consolidate provision of concessionary travel pass arrangements to ensure same right of access across the network.</b></p>	<p>The Delivery Plan outlines that we are currently in phase 2 of a project for subsidised travel enhancements. We are working towards a consistent offer for concessionary travel across the region.</p>
<p><b>Alignment of the LTP with the North East CA Corporate Plan and emerging Local Growth Plan (LGP).</b></p>	<p>The consultation draft LTP was developed prior to the finalisation of the North East CA Corporate Plan. The Corporate Plan is deliberately structured around five missions, reflecting our commitment to being a delivery-focused Combined Authority. The overall aim of these five missions is to increase opportunity, create more well-paid employment, improve transport connections, build a greener North East, and reduce child poverty. The emerging North East CA Local Growth Plan is structured around the same five missions:</p> <ol style="list-style-type: none"> <li>1. Home of real opportunity</li> <li>2. A North East we are proud to call home</li> <li>3. Home to a growing and vibrant economy for all</li> <li>4. Home of the green energy revolution</li> <li>5. A welcoming home to global trade</li> </ol> <p>The LTP, Delivery Plan (DP) and summary document now have the five missions built into the plan. The final documents make clear that the LTP will support delivery of the North East Combined Authority's five missions.</p>



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# NORTH EAST LOCAL TRANSPORT PLAN

# Notice

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This document has 32 pages including the cover.

## Document history

Document title: ISA Post Adoption Statement

Document reference: 5231282

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft for discussion	ISA Team	DMcL	AJ	PMcE	Feb. 2025
2.0	For Issue	ISA Team	DMcL	AJ	PMcE	Feb. 2025
3.0	Final for Publication	ISA Team	DMcL	AJ	PMcE	Mar. 2025

## Client signoff

Client	North East Combined Authority
Project	NORTH EAST LOCAL TRANSPORT PLAN
Job number	5231282
Client signature/date	





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# 1. Introduction

## 1.1 Background

The North East's Local Transport Plan (LTP) has been prepared to reflect the region's transport priorities and aspirations up to 2040, with a set of proposals to create a green, integrated transport network that works for all. As part of the process of preparation of the LTP, an Integrated Sustainability Appraisal (ISA) has been undertaken incorporating Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Rural Proofing Assessment. In addition, Habitats Regulation Assessment (HRA) has been undertaken as a parallel process to the ISA and is reported separately.

Due to the potential for the LTP to lead to schemes which will require an Environmental Impact Assessment, it is a statutory requirement that SEA is undertaken under the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive'). The SEA Directive came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004 (the "SEA Regulations"). While the United Kingdom has now left the EU, the SEA Regulations still apply to a wide range of plans and programmes, including transport plans, and modifications to them.

While there is no statutory requirement to undertake an HIA in relation to the LTP, it was recognised that it provides a useful way to support efforts to improve health of individuals and communities and help address health inequalities.

An EqIA has been undertaken of the LTP as it fulfils the statutory duties of public bodies to ensure the promotion of equalities under the Equality Act 2010 and subsequent Public Sector Equality Duty. A Rural Proofing Assessment was undertaken to ensure that the LTP does not have a detrimental impact on the needs of rural and coastal communities.

HRA has been undertaken as a parallel and separate process to ISA/SEA and informed the ISA/SEA regarding effects on international sites. HRA is required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations).

The ISA process of the North East LTP has been carried out by AtkinsRéalis Limited on behalf of North East Combined Authority.

## 1.2 Post Adoption Statement

Article 9 of the SEA Directive requires that information on the LTP, as well as how the SEA has been taken into account, should be published. The purpose of the Post Adoption Statement is thus to describe:

- How environmental considerations have been integrated into the LTP;
- How the ISA Report has been taken into account in preparation of the LTP;
- How the opinions expressed in the consultation on Scoping Report and the ISA Report have been taken into account;
- The reasons for choosing the Final LTP as adopted, in the light of other reasonable alternatives considered; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the Final LTP.



This Post Adoption Statement is the last of three documents that have been produced as part of the ISA process, the first being the ISA Scoping Report (September 2024) that reviewed the ISA and HRA Scoping information which informed the development of the North East LTP to ensure that it remained robust and up to date. See Section 2.1 for a full explanation of the Scoping process. The second document was the ISA Report (published for public consultation in November 2024). In addition, another separate document informed the ISA: Habitats Regulations Assessment: Stage 1 Screening and Stage 2 Appropriate Assessment Report (published in November 2024).

The Post Adoption Statement for the LTP should be read together with the final ISA Report published on adoption.

## 1.3 The North East Local Transport Plan Review

### 1.3.1 The Need for a Local Transport Plan

The North East CA has a successful legacy and track record of delivery established through effective partnership working between the region's Local Authorities. Prior to the formation of the North East CA, the North East Joint Transport Committee (JTC) co-ordinated the North East's transport policies, funding and delivery on behalf of the two combined authorities that preceded the North East Combined Authority (North East CA). The North East Transport plan (2021-2035), developed by North East CA, is the current adopted Transport Plan for transport that was inherited by the North East CA. The plan sets out the region's transport aspirations up to 2035. It included a programme of around 240 schemes which equal at least £6.8 billion of transport investment.

Following a devolution deal for the North East in December 2022, the roles and responsibilities of the North east Joint Transport Committee were merged into the new North East Combined Authority (North East CA). North East CA was formed on 7 May 2024 and is led by an Elected Mayor and Cabinet. The combined authority covers the seven local authority areas of County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside, Sunderland, and the Northumberland National Park authority, with a total population of just over 2 million.

The North East Devolution Deal gives the Combined Authority powers, specific to transport including: "the ability to introduce bus franchising, control appropriate local transport functions e.g., local transport plans, and the control of a key route network".

The North East CA have developed a new statutory Local Transport Plan to reflect the region's transport priorities and setting out the approach to achieve a green, integrated transport network that works for all with a timeline and plan for delivery up to 2040. North East CA believe this will make sustainable travel options more attractive, convenient, and safer, enabling more people and freight to make greener journeys.

### 1.3.2 LTP Overview examined by the ISA

The draft LTP had a foundation based on a vision developed by the North East Combined Authority that had the following vision:

"Our purpose is to champion the full potential of our region. Collaborating with our partners and local authorities, we'll create a better way of life by connecting communities, giving people the skills to succeed, and improving wellbeing for all, so that the North East is recognised as an outstanding place to live, work, visit and invest."

This vision was based on five commitments of North East CA to reflect the cross-cutting approach that will be required:

1. A fairer North East;
2. A greener North East;
3. A connected North East;



4. An international North East; and
5. A successful North East.

It was anticipated that transport would act as an enabler to help meet the vision and each of the five North East CA commitments, as such it was considered that there were three cross-cutting strategic themes for transport which underpin the delivery of the North East CA vision and commitments. It was the intention that these would help ensure the LTP contributes to the North East CA role in improving the economy, skills, health, and environment of the region. The strategic themes were:

1. A more inclusive economy - The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.
2. A better environment - The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.
3. A healthier North East - The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

As these strategic themes were directly linked to the LTP and could be influenced by the ISA, a compatibility assessment was undertaken of these strategic themes to ensure that these elements of the LTP were as closely aligned as possible with the ISA Objectives. As such, it was shown that these could be anticipated to be broadly compatible with the aims of the ISA and would provide a firm underpinning, that would apply across the LTP and help to ensure that the sustainability performance of the Plan could be maximised.

Since the original ISA of the draft LTP and following feedback through the consultation process, further alignment of the LTP to the North East Local Growth Plan and the North East CA Corporate Plan has been made. This further alignment was made as it was considered that this would help the Combined Authority to deliver on the North East CA's five missions, reflecting commitments to being a delivery focused Combined Authority. As set out by the Combined Authority, the five missions for the North East are:

1. Home of real opportunity: This Mayoral Combined Authority will work to create opportunity for all, ensuring inclusive growth and good public services are spread across the North East. Our region is a great place to live and work, but too many people face challenges to success. We will implement policies which help to overcome those challenges – from skills training to child support.

*Our new integrated transport network will deliver affordable public transport fares, improve access to opportunities, including education, employment and healthcare and remove transport related social exclusion.*

2. A North East we are proud to call home: Where we live matters. The people of the North East are rightly proud of their local identity and want services and policies that support them to live here. The North East Combined Authority delivers the strategies and programmes that help make this happen. From better transport to more social housing, from a thriving creative economy to sustainable rural communities, this Mayoral Combined Authority will deliver in a way that aligns to the priorities of local people.

*We will deliver an integrated transport network that connects all areas of the North East, including our remote rural and coastal communities and more deprived urban areas. Improved connectivity will also make the transportation of freight easier and more efficient, contributing to economic growth.*

3. Home to a growing and vibrant economy for all: This Mayoral Combined Authority will support businesses to create jobs across the North East. We will ensure people have the skills to access work and provide the right conditions for economic growth. We will ensure support and investment in a wide range of economic drivers: from advanced manufacturing to the cultural sector, from skills training to good transport.

*Our integrated transport network will encourage businesses to invest in our region, helping to stimulate the economy.*

4. Home of the green energy revolution: We will grasp the opportunity that net zero presents to the North East. Not only will we transition to a green economy, creating thousands of jobs and reducing carbon emissions, we'll build the new technologies and solutions needed for the UK to decarbonise too.





*We will help people to make greener journeys by making sustainable travel easier, more affordable, and more attractive, benefitting the environment. We will encourage the switch away from petrol/diesel cars and vans to zero emission cars/vans which will improve air quality across our region.*

5. A welcoming home to global trade: The North East is an exporting powerhouse and the Mayoral Combined Authority will build on that global reputation to maximise international opportunity. We will secure more global inward investment and increase our export output, including a focus on our cultural exports.

*We will improve access to/ from our international gateways making it easier to attract visitors and international investment. The movement of freight to/from our ports and airport will also become more efficient and sustainable.*

As with the originally considered 'Vision' and 'Commitments', the above noted 'Missions' have been developed and set outside of the LTP, as part of a wider Corporate Plan for the region. As such, it is not possible for the ISA to influence these 'Missions'. Nevertheless, it is possible to see from the text noted in italics that these are aligned with the approach taken for the ISA, e.g. there is a focus on affordable fares, improved access to opportunities, connecting areas across the North East, including those remote rural and coastal communities, make sustainable transport easier and more effective, growing the economy and so on.

It is also the case that while the 'bedrock' of the LTP has changed focus away from the 'Commitments' to the 'Missions', the strategic themes previously noted and subject to the early compatibility assessment remain relevant and as such, it is considered that the amendments to the LTP made in this regard since consultation, do not result in material change to the LTP and that the conclusions of the LTP remain as set out in the ISA Report.

## 2. Updates to the LTP and ISA following Consultation

### 2.1 ISA Scoping Stage

The ISA process commenced with a review of Scoping information, focusing on:

- Identification of Key Sustainability Issues covering the three dimensions of sustainable development (environmental, economic and social) based on a review of other Policies, Plans and Programme (PPPs) and key baseline data.
- Identification of the Implications/Opportunities of these issues for the LTP Review; and
- Refinement and further development of ISA Objectives to be used in the assessment of the LTP Review.

The Scoping Report was the subject of consultation for a four-week period from 2<sup>nd</sup> September 2024 to 4<sup>th</sup> October 2024. A number of organisations were consulted including the statutory bodies required under the Environmental Assessment of Plans and Programmes Regulations 2004 (Natural England, Historic England and the Environment Agency) as well as the Northumberland National Park Authority, Public Health Directors (PHD) in the relevant Local Authorities in the North East CA area and neighbouring combined authorities/local authorities (e.g. Tees Valley CA Transport Scotland, and South East of Scotland Transport Partnership (SEStran) with regard to transboundary effects) to ensure a high level of scrutiny, rigour and comprehensiveness of approach. The responses from this consultation were used to inform the ISA and have helped refine the LTP.

The scoping consultation comments received, together with how these comments were addressed in the preparation of the ISA Report, were set out in Appendix A to the ISA report.

### 2.2 Draft ISA Report

The ISA Report was published alongside the Draft LTP for public consultation from 4<sup>th</sup> November 2024 to 26<sup>th</sup> January 2025, with consultation undertaken through a mixture of consultation events and through an online survey. Care was taken to ensure that all documents were easily available online and that all venues and locations were in accessible locations. Public consultation was both face to face and had an online presence, supported by a regionwide engagement schedule with region-wide drop-in events. The approach to consultation focused on ensuring that a wide range of voices were heard, including on transport users across purposes, young people, older residents and those with disabilities, women and girls, as well as statutory consultees, partners and stakeholders.

While there were a very extensive set of comments received as part of the consultation exercise, only a small number were directly concerned with the ISA Report. An overview of those comments relating (directly and indirectly) to the ISA are as follows in Section 2.2.1. A comprehensive review of consultation comments received and how these were addressed in the final LTP is provided in the 'The Mayor's North East Transport Plan Consultation – Overview and findings' Report.

#### 2.2.1 Comments received on the ISA Report

While the consultation process resulted in a very high volume of responses (in excess of 16,000), there were a very small number directly related to the ISA Report. An overview of those comments received in relation to the ISA, the consideration of North East CA in respect of the need for changes to the LTP, as well as implications for the ISA are



noted below in Table 2-1. Also provided below are a series of comments received, that while not directly related to the ISA, were considered to have particular resonance to aspects of sustainability.

**Table 2-1 – Overview of comments received in relation to the ISA Report**

<b>Comment(s) overview</b>	<b>North East CA consideration of need for LTP Review</b>	<b>Implications for ISA</b>
Northumberland National Park Authority - the need to consider responsible lighting around active travel routes, to prevent light pollution affecting Northumberland International Dark Sky Park and areas with naturally dark skies.	Due consideration will be given in the design stages to issues relating to the environment (air, carbon / climate adaptation, biodiversity, protected areas, cultural heritage, landscape, water environment, natural resources and materials, waste and noise/ tranquility), inclusion and health. Statutory assessments and approvals will be secured.	No implications identified – the LTP clearly sets out in the Action Plan (contained in the Delivery Plan) that a range of further assessment will be undertaken to inform the design and planning stages, including EIA. As noted in the Delivery Plan, this would include consideration of tranquility.
Historic England - It is important to ensure that the Local Transport Plan properly assesses all potential impacts on the historic environment to an appropriate level of detail. As such, heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. This will ensure that the document meets the requirements of the NPPF and its core principle to achieve sustainable development.	The LTP makes clear that the region should integrate transport provision within wider regeneration opportunities. LTP also explores potential delivery approaches which link together placemaking and connectivity. For example, developing the Leamside Line growth corridor. Where appropriate, heritage assessments will be undertaken and measures implemented when designing.	No implications identified - the LTP makes note of the need for heritage to be considered as part of the design and planning phase of any scheme – this can be anticipated to ensure that they will be conserved in a manner appropriate to their significance. For example, note is made that Environmental Impact Assessment will be undertaken and due consideration will be given to cultural heritage. The LTP Action Plan notes that the region's cultural heritage sites will be protected and enhanced with sustainable access prioritised, bolstering the visitor and tourism sector and the economy of the region.
Range of comments relating to inclusive access to public transport - including from communities such as the hearing and visually impaired.	The LTP's vision is for the North East to have a green integrated transport network that works for all. Within the Delivery Plan we have a project called Accessibility Audits and Training which looks at physical accessibility of the network and an emerging action plan, as well as an accessible information project which looks at enhancing the supply and quality of public transport information.	No implications identified – note is made in the LTP that further assessments, including Health Impact Assessment and Equality Impact Assessment will be undertaken during scheme design and planning phases. This would be anticipated to help ensure requirements for inclusive access for all vulnerable groups is addressed.

Comment(s) overview	North East CA consideration of need for LTP Review	Implications for ISA
The LTP should seek to ensure that reducing carbon emissions and achieving Net Zero targets are core objectives of projects.	Overall, it is considered that the LTP, through shifting travellers to more sustainable and active modes, will be beneficial in respect of reducing air pollution and carbon emissions, the degree to which it will address net zero targets is highlighted. The impact of each transport investment will be appraised in accordance with Best Practice, the impacts can be aggregated up and will be regularly reported to decision makers to show progress.	Anticipated beneficial effects – setting targets in respect of shifting travellers to more sustainable and active modes will encourage a focus on ensuring that emissions reductions are maximised through making this a core consideration of scheme design and planning.

**Table 2-2 – General comments received on LTP with potential implications for ISA**

Comment(s) overview	North East CA consideration of need for LTP Review	Implications for ISA
Key Performance Indicators (KPIs) not specific, measurable, timebound targets.	As part of the development of the LTP, a set of cross-cutting KPIs were agreed which are aligned to the LTP's aim and strategic themes for transport. The KPIs are also linked to creating a green, integrated transport network that works for all. Monitoring and evaluation will take place on a yearly basis and be publicly accessible via the North East CA website. This provides a level of accountability, informs whether our strategies and policies are working, and highlights if our KPIs are moving in the desired direction. By reporting on a yearly basis, it allows us to incorporate annually published datasets, whilst also mitigating against variables that could influence smaller intervals. We will monitor our KPIs by continuing to collaborate and effectively share data with both regional and national organisations.	No implications identified – it is noted that the proposed monitoring programme will be utilised by North East CA to inform wider planning frameworks.
No reference to horses, riders, and carriages as vulnerable road users.	Final LTP now includes reference to horse riders as vulnerable road users. The LTP makes clear that	No issues identified – it is anticipated that all vulnerable groups will be considered during design and planning



Comment(s) overview	North East CA consideration of need for LTP Review	Implications for ISA
	there should be a specific focus on making roads safer for the most vulnerable users (defined as pedestrians, cyclists, motorcyclists, as well as horse riders and horse-drawn vehicles).	phases of scheme implementation through the noted requirement for EIA, HIA and EqIA.
Reference to Taxis as part of the green, integrated transport network	LTP now includes stronger reference on the importance of taxis, including private hire vehicles (PHVs), as part of the region's current and future transport network. The LTP makes clear that taxis and PHVs will form part of the creation of a green, integrated transport network that works for all. Reference to taxis has also been included in the 'safety of women and girls, and other vulnerable groups' section as well as 'reach and resilience'.	No issues identified – while the use of taxis may have implications in terms of emissions, the ISA recognises that there are wider social considerations to their use, as set out in the LTP.
Reference to Strategic Housing and Employment Sites	LTP makes clear that the region should integrate transport provision within wider regeneration opportunities. LTP also explores potential delivery approaches which link together placemaking and connectivity. For example, developing the Leamside Line growth corridor.	No issues identified – the ISA has already considered the issue of the wider coordination of land use planning and it is considered that strengthening references to that in the LTP would be beneficial.
The importance of maintaining and renewing critical infrastructure.	The LTP now places a greater emphasis on the importance of maintaining and renewing critical infrastructure, including how the region will pro-actively consider approaches which reduce whole-life costs and minimise disruptions to the region's network.	Additional beneficial effects anticipated through a greater emphasis on maintaining critical infrastructure – the ISA considered the need to promote sustainable use of resources and it is considered that the noted amendments to the LTP would strengthen the performance of the LTP in that regard.
Violence Against Women and Girls - stronger evidence base	The evidence base in the current situation relating to the safety of women and girls, and other vulnerable groups has been strengthened as a result of specific feedback from respondents. North East Mayor Kim McGuinness hosted	Considered likelihood of beneficial effects strengthened – the ISA considered the requirement to improve safety in the transport network for vulnerable travellers (including women and girls) and it is considered that the amendments to the LTP would increase

Comment(s) overview	North East CA consideration of need for LTP Review	Implications for ISA
	<p>an event focusing on the safety of women and girls on the transport network as part of a public consultation. The post-consultation LTP now makes clearer that addressing safety issues is essential to ensure that all transport, particularly public transport, is accessible, reliable, and safe for all users. Working with organisations such as local police forces in the North East CA area will be key to address network safety and security.</p>	<p>the likelihood that benefits can be realised.</p>
<p>Alignment of the workstream with the North East CA Local Growth Plan (LGP)</p>	<p>The consultation draft LTP was developed prior to the finalisation of the North East CA Corporate Plan. The Corporate Plan is deliberately structured around five missions, reflecting our commitment to being a delivery-focused Combined Authority. The overall aim of these five missions is to increase opportunity, create more well-paid employment, improve transport connections, build a greener North East, and reduce child poverty.</p>	<p>The amendment of the LTP to reflect the 'five missions' is addressed in Section 1.3.2 of this Post Adoption Statement.</p>
<p>Lack of reference to inclusivity access from communities such as the hearing and visually impaired, and lack of reference to provisions of training for staff to work with vulnerable groups.</p>	<p>The LTP's vision is for the North East to have a green integrated transport network that works for all. Within the Delivery Plan we have a project called Accessibility Audits and Training which looks at physical accessibility of the network and an emerging action plan, as well as an accessible information project which looks at enhancing the supply and quality of public transport information.</p>	<p>No implications identified – note is made in the LTP that further assessments, including Health Impact Assessment and Equality Impact Assessment will be undertaken during scheme design and planning phases. This would be anticipated to help ensure requirements for inclusive access for all vulnerable groups is addressed.</p>
<p>Ensuring that any changes / additions to the scheme interventions are considered.</p>	<p>All comments were logged and shared with the respective scheme promoter. As a result a log of changes to the Delivery Plan has been prepared to reference the adjustments and/or responses to the consultation feedback. Adjustments include projects being rescoped, retimed, removed or new projects</p>	<p>No implications identified – it is considered that no new intervention type has been proposed and as such, no requirement for additional assessment. Also, in the immediate period, it is understood that there will be a greater focus on safety and maintenance, issues which are already considered within the ISA.</p>

Comment(s) overview	North East CA consideration of need for LTP Review	Implications for ISA
	added. Further detail on changes is available upon request. The pipeline will be regularly refreshed and its performance will be monitored.	
Lack of information on car use and parking policies such as the Workplace Parking Levies and Congestion Charging.	<p>The LTP focuses on encouraging people to travel more sustainably by seeking to provide an integrated transport network which is attractive, gets people to where they want to be and is simple to use. We recognise that some journeys will need to be made by car or van and we are not seeking to penalise drivers.</p> <p>Parking policies are outside the scope of the LTP. The Traffic Management Act 2004 imposes an explicit duty on local authorities to manage their road network so as to reduce congestion and disruption, and provides additional powers to do with parking. As a part of this 'Network Management Duty', local authorities need to develop parking strategies (covering on- and off-street parking) that are linked to local objectives and circumstances.</p>	No implications identified – the ISA examined the draft LTP and proposed amendments.
<p>Ensure a high standard of provision regarding interchange design including toilet provision.</p> <p><i>Note this comment is one of a number of similar comments relating to design of facilities.</i></p>	As stated in the LTP Delivery Plan, the next generation stations programme will include public convenience in the design of interventions.	The ISA anticipates that design will be an ongoing element of the planning of future schemes and the LTP sets out a series of further assessments that would be required. This would include health and equality impact assessments that would ensure good design to address issues relating to inclusivity and vulnerable groups.
Theme - Consolidate provision of concessionary travel pass arrangements ensure the same right of access and use across the network.	The Delivery Plan outlines that we are currently in phase 2 of a project for subsidised travel enhancements. We are working towards a consistent offer for concessionary travel across the region.	Considered likelihood of beneficial effects strengthened – the ISA considered the issue of travel cost and how some groups such as those on low incomes could be affected. Subsidised travel would likely benefit such groups.

Comment(s) overview	North East CA consideration of need for LTP Review	Implications for ISA
Stronger reference needs to be made to partnership working.	<p>A range of stakeholders highlighted the importance of collaboration with key partners such as (but not limited to) schools, colleges, trade unions, tourism organisations, local communities, neighbouring authorities, police, and police and crime commissioners in order to ensure a strategic approach is taken to deliver the ambition to create a green, integrated transport network that works for all across the region.</p> <p>The final LTP now highlights the importance of close partnership working. Delivery will be enabled by the suite of transformational funding, powers and partnerships available to us through devolution deals.</p>	Additional beneficial effects anticipated through a greater emphasis on close partnership working.
The importance of surface access to and from our five sea ports and international airport.	<p>LTP has been strengthened to highlight the importance of improving surface access by sustainable transport to increase connectivity to and from the Airport and sea ports.</p> <p>Final LTP now includes information on the current limitations of public transport access to and from the Airport.</p> <p>The LTP makes clear that expanding the reach of the network should also enable seamless access, for both people and freight, to our key gateways such as Newcastle International Airport, sea ports and national rail services. The LTP also recommends that integrated fares and ticketing should make it easier for people travelling to and from our region's national and international gateways, such as Newcastle International Airport, Port of Tyne's International Passenger Terminal, and mainline railway stations.</p>	Additional beneficial effects anticipated through strengthening of the LTP to highlight the importance of sustainable transport and for people being able to make better transport choices (as facilitated by a more integrated fare and ticket offering).



Comment(s) overview	North East CA consideration of need for LTP Review	Implications for ISA
Lack of information describing the potential effects of not being able to reach places.	<p>During the Mayor's Local Transport Plan (LTP) public consultation, we heard directly from those working in the visitor economy who highlighted significant transport challenges, particularly in rural areas. These challenges affect not only visitors but also employers, employees, and young people who cannot afford to buy a car. During public consultation, students made clear that whether they can get to an education site impacts their choice of course and where to go to study.</p> <p>Stronger emphasis has been made on how the reach of infrastructure impacts real opportunity e.g. employment and education. The LTP sets out challenges which make it difficult for people to access further education, college sites and training courses.</p> <p>Final LTP highlights how high quality and integrated transport links such as efficient connections between different transport and integrated ticketing can help promote the visitor economy, leisure, and regional development.</p>	Additional beneficial effects anticipated through strengthening of the LTP to reflect challenges to the reach of transport provision and the need for high quality and integrated transport links.

It is also important to note that a range of specific comments were received in respect of individual schemes / interventions proposed in the draft LTP. As noted in the ISA, the LTP sets out over 300 interventions to deliver on the aims of the LTP.

For the purposes of the ISA it was considered practical to assess the parent Intervention Type which was identified in the LTP as follows:

- New infrastructure projects
- Service improvements (ticketing and fares, vehicles, stations)
- Regulation (land use, vehicle type, financial, planning policy)
- Promotion and sharing information (marketing, data sharing, workplace engagement) and Creation of Partnerships
- Innovation development (planning for the future, trialling ideas, working with other organisations across the North East.



Of the 317 interventions promoted by the LTP, 62 were identified as having Mayoral Commitment. Where approximately half of these interventions will be subject to assessment in future iterations of the LTP, 27 of those are expected to be delivered within the next three years.

Screening of the 27 interventions found that 24 are considered to be softer (i.e. will generally not require construction elements) 'plan wide' interventions that support Service Improvements (e.g. Metro Gateline Upgrades, Contactless payments to Metro and Measures to enhance Bus passenger experience), Innovation development (e.g. National Highways Partnership) and Promotion and sharing information (e.g. Active Travel Champion and Integrated timetabling) Intervention Types. It is considered that such interventions are then captured under the respective Intervention Type assessments.

A small number (three) were however identified as being spatially distinct New Infrastructure Projects that will be delivered within in this Plan cycle, in the next three years. It was then considered useful to include a summary of those New Infrastructure Projects and likely effects arising. The findings of the assessment for these three schemes remains as set out in Section 11.3 of the ISA Report.

Following consultation, a small number of additional schemes have been proposed, to bring the total number of interventions to approximately 323 schemes. No new Intervention Types have been proposed and as such, the assessment of Intervention Types set out in the ISA Report remains unchanged.

Following consultation, over the next three years, a greater emphasis is now to be placed on maintenance and safety and it is considered that this type of activity has already been considered in detail in the ISA. As such, it is considered that no new ISA assessment is required, other than to observe that such emphasis would be likely beneficial in terms of a range of sustainability elements such as climate resilience, material use, health and wellbeing and so on.

## 2.2.2 Comments received on the Carbon Assessment

There were no comments made during the consultation that specifically related to the carbon assessment in the ISA document. However, comments were made about the consideration of carbon in the development of the LTP itself, which included comments that the LTP should more positively support carbon reduction on the region's transport network.

The LTP Carbon Assessment Report, included as part of the ISA, highlighted the importance of reducing transport emissions in line with the UK's commitments. The report recommended that the North East should set a specific pathway for reduction of transport user emissions in the region. This is a key step in recommended best practice for integrating decarbonisation into LTPs. This will demonstrate a significant gap between forecast emissions and the decarbonisation pathway, which will necessitate multi-faceted action to address this gap.

The LTP Carbon Assessment Report undertook a qualitative assessment of potential impacts of the different LTP policy themes and intervention types, and concluded that there would be mixed impacts on transport user emissions. In particular, some of the road schemes could result in some level of induced demand and hence increased emissions.

The report also assessed the LTP Delivery Plan using the Carbon Assessment Playbook (CAP) methodology. From this, it identified the interventions that are likely to have the greatest possible impacts on user emissions in the region. The report identified that the programme could deliver a significant overall impact on emissions, primarily through mode shift, although a large part of this would be dependent on major infrastructure projects. The report noted that demand management measures would be required to shift the balance of attractiveness between public and private transport to achieve the upper end of the scale of mode shift identified.



The report also identified that significant further work will be required in future to achieve significant reductions in emissions from use of the transport network in the region.

The first issue to be addressed is in fully addressing the recommended best practice in transport decarbonisation, as set out in the Carbon Assessment Playbook. It is understood that the DfT is intending to issue LTP best practice guidance in 2025, which will include guidance on carbon assessment in LTPs. This is expected to follow the process set out in the Carbon Assessment Playbook. Whilst the North East LTP is now complete, it is recommended that further work takes place to review how interventions could be coordinated and optimised within the Delivery Plan to maximise carbon reduction, particularly over the next decade.

The highway schemes being progressed by the region should also be carefully reviewed, to ensure that they do not cause induced traffic. These should be planned as multi-modal solutions to meet the needs of the places that are served, which should include (for example) reallocation of roadspace in towns served by bypasses.

More consideration should also be given to decarbonisation of freight in the region, both vans and heavy goods vehicles. The LTP Delivery Plan has provided relatively limited information on potential options to support freight decarbonisation. It is recognised that national action is needed to facilitate uptake of battery electric and/or hydrogen powertrains, but there will be a critical role for the region in ensuring sufficient provision for recharging facilities. Consideration should also be given to freight consolidation facilities, particularly in serving city centres.

It is recognised that the LTP Delivery Plan includes a significant transport decarbonisation package. This includes roll-out of zero emissions buses, provision of EV charging (both in residential areas and at key destinations), and working with Distribution Network Operators (DNOs) to ensure the provision of a balanced charging network. It also includes a package for green energy generation from the region's transport assets. In terms of freight, measures include exploring freight consolidation facilities, and assessment of opportunities to increase rail freight, including exploring the case for the region's first Strategic Rail Freight Interchange.

It will also be important for promoters to ensure that whole life carbon management (WLCM) principles are integrated into the development of the transport programme. This should include application of the PAS 2080 approach, which should address embodied carbon in construction and maintenance of assets, alongside impacts on user emissions. This should apply the 'avoid/switch/improve' approach to design, through early challenge of the scope of solutions, switching to lower carbon materials, and improved systems during construction. Wherever possible, consideration should be given to repurposing and making better use of existing assets, before planning new carbon-intensive infrastructure.

## 2.2.3 Comments received on the LTP

While the number of comments received with direct reference to the ISA Report were small, there were a very high volume of comments received through consultation which had the potential to change elements of the LTP, in particular the policies within the LTP, or the schemes to be derived from it. As such, these comments have a potential for an indirect effect on the ISA. A full discussion of the responses to the LTP is contained within 'The Mayor's North East Transport Plan Consultation – Overview and findings' Report. Section 3.4 below notes how amendments to the LTP as a result of consultation resulted in no major amendments to the LTP other than those relating to the strengthened alignment between the LTP and the North East Local Growth Plan and the North East CA Corporate Plan, as addressed in section 1.3.2 to this Post Adoption Statement. A review of the other amendments made to the LTP showed that the consultation resulted in parts of the LTP being clarified and strengthened, with no significant effects identified in terms of sustainability performance.



## 3. Overview of ISA Process – Role of SEA in developing LTP

### 3.1 Scoping Stage

The ISA started with a review of the SEA and HRA scoping information which had informed the development of the North East LTP and progressed concurrently in an iterative manner in order to feedback environmental and wider sustainability objectives and policies into the LTP plan review / plan making process. The ISA has been used as a tool for improving the LTP review process.

Informal consultation on an early draft LTP was also undertaken by North East CA and the results of this, alongside a review and update of baseline information and latest relevant plans and policies helped to inform further understanding of the sustainability baseline and allowed identification of key environmental and social, including health, issues in the North East CA area. This allowed refinement and confirmation of implications / opportunities and objectives, with implications for the revision of the LTP and played a key role in developing a framework set of objectives known as the ISA framework. The ISA framework includes environmental, health, equality and safety objectives, as well as objectives relating to rural areas, to ensure the full integration of the assessment processes of SEA, HIA, EqIA and rural proofing whilst meeting the requirements of the SEA Regulations.

### 3.2 Compatibility Assessment between ISA Objectives and LTP Objectives

At the initial stages of developing the Draft LTP an analysis was undertaken to identify to what extent the Draft LTP objectives were compatible with the ISA objectives contained in the ISA framework. This is detailed in Section 9 of the final ISA Report which should be read in conjunction with this Statement.

An early draft LTP Review document identified the following strategic objectives that link to the expected outcomes:

1. A more inclusive economy - The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.
2. A better environment - The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.
3. A healthier North East - The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

The results of the initial assessment of compatibility indicated that the strategic themes can be anticipated to be broadly compatible with the aims of the ISA and will provide a firm underpinning, that will apply across the LTP and will help to ensure that the sustainability performance of the Plan can be maximised. Key elements of these strategic themes will be to develop an approach to the LTP that will include an approach to economic development that will enable access and overcome inequality, protect the environment, tackle issues relating to a changing climate and help to achieve better health outcomes by encouraging active and sustainable travel. These elements are in line with the general approach to sustainability that should aim for beneficial effects in respect of economy, environment and society.





### 3.3 Consideration of Strategic Alternatives

Previously, North East CA considered reasonable strategic alternatives for the LTP, including a range of travel scenarios that reflected those set out by Transport for the North for the Strategic Transport Plan for the north of England (and which therefore apply to the North East region). These scenarios were used to test the proposed areas of focus of the LTP, as well as proposed interventions. The scenarios considered four potential future outcomes as follows:

- **Just about managing** - This scenario sees a state of inertia, although this should not be taken as neutral. It sees a future where people do not alter their behaviours much from today, or give up certain luxuries, although there is a gradual continued trend towards virtual interaction. Economic growth continues at a moderate rate, but it is largely consumption-led and unequal, lacking agility and vulnerable to shocks. This scenario is led by markets, without much increase in political direction, with its biggest driver being economic.
- **Digitally distributed** - This scenario sees a future where digital and technological advances accelerate, transforming how we work, travel and live. In general, we embrace these technological changes and the move towards a distributed, service-based transport system. Long-term climate change targets are met, but there is slow progress in the short-term due to a general preference for individualised mobility over traditional public transport. This scenario is led by technology, with the biggest drivers being technical advances and a willingness to embrace mobility-as-a-service and shared mobility in the long-term.
- **Prioritised places** - This scenario sees a significant shift in political and economic direction to ensure that no place is left behind. Every area, including cities, towns, and rural and coastal areas, has a bespoke local economic strategy, supported by investment in local assets, specialisms, and economic and social infrastructure. Community, localism, and place-making across the North is applied to build a sense of local identity to improve local economies. There is a focus on work-life balance and social equity within and between places. This scenario is led by a change in priorities, with its biggest driver being the push for a fairer redistribution of economic prosperity.
- **Urban zero carbon** - This scenario sees a significant shift in public attitudes towards action on climate change, and a strong national Government response to meet it. There is a boost to economic productivity to levels consistent with the Northern Powerhouse Independent Economic Review, primarily through a combination of urban agglomeration and place-making. Transport users demand and embrace publicly available transit and active travel options, as there is a blurring of the line between 'public' and 'private' with increasing shared mobility systems online. This scenario is led by attitudes to climate action and urban place-making, with the biggest drivers being strong Government policy and trends of urban densification.

North East CA utilised a qualitative matrix to consider the above scenarios to test the strategic objectives of the LTP within the five areas of focus, against the Future Transport Scenarios using a Policy 'Stress Test' as defined the UK Government's Futures Toolkit. The results are presented in the LTP, with the analysis showing a general alignment to all future scenarios with a limited number of suggested modifications under certain scenarios. As there was no preferred scenario identified, there was a general conclusion that the LTP can withstand a variety of future trend changes. As the policy foundation was considered to be sound, interventions included within the delivery plan that deliver against the objectives of the LTP were therefore also considered to be sound. Nevertheless, it is the noted intention that North East CA will continue to test interventions against future scenarios. On the basis that consideration of future scenarios had been made (with no preferred scenario identified) and that there was a commitment to consider future scenarios on an ongoing basis, the ISA concentrated on strategic alternatives that reflected the number of challenges that were identified in relation to transport in the North East and which are outlined in the LTP.

Two alternative strategic scenarios were identified for the purpose of the assessment. 'Alternative 1: To continue under the present approach to planning and investment' and 'Alternative 2: To Implement the proposed LTP' were assessed against the ISA Framework. This assessment process concluded that the LTP represents a more favourable approach to transport planning across most ISA Objectives in comparison to continuing under the present approach. The detailed assessment of the alternatives is set out in Chapter 8 in the ISA Report.

## 3.4 Assessment of the final LTP

Prior to consultation, the ISA Report had found that in relation to assessment of the Policies within the North East LTP that the nature of the LTP will result in some adverse sustainability effects that will require mitigation (in short mainly due to the nature of developing large pieces of infrastructure). However, overall, it was considered that the policies within the LTP provided a robust framework to ensure the implementation of the LTP delivers a strong sustainability performance.

Similarly, in relation to schemes anticipated to be implemented, or considered for implementation through the LTP, the ISA showed that the schemes would bring a mix of effects on the ISA Objectives, ranging from potentially moderate adverse (due to New Infrastructure Projects) to potentially moderate beneficial.

Following consultation, the responses received and the analysis of the identified categories and key themes, allowed North East Combined Authority to consider how best to address concerns raised by stakeholders. While there were no major amendments to the LTP noted, this process resulted in parts of the LTP being clarified and strengthened. For example, in relation to the need to ensure the safety of vulnerable travellers, particularly women and girls, additional clarification is made on the need for close partnership working with the police. Other amendments provide clarity on barriers to travel for vulnerable travellers, such as anti-social behaviour, as well as the need for safety and security to be enhanced with measures such as lighting and CCTV. From a social perspective, further note is made that some people (such as those with certain disabilities, or children with special needs) rely on specific forms of transport such as taxis. Specific note is also made to recognise that horse riders and horse drawn vehicles are vulnerable road users.

Clarification is also provided that no single set of measures would apply across all areas and there is a recognition that different areas have different needs – it is noted that the challenges and needs in a rural former colliery village in County Durham differ to the those in a rural market town in Northumberland. As such, it is noted that the LTP has therefore taken the approach that there should be no “one size fits all” approach to creating the green, integrated transport network and the ISA considers this to be an important recognition, particularly in terms of rural and coastal areas. Similarly, it is now emphasised in the LTP of the need to strengthen coordination with strategic area planning and note is made of the need to ensure all new developments in the region are fully accessible by sustainable transport options from the start, rather than being dependent on private petrol and diesel vehicles. Similarly, it is recognised that transport accessibility plays a fundamental role in determining where businesses are physically located, with companies seeking to invest in sites with high quality sustainable transport links. In a competitive recruitment market, the ability for businesses to be able to offer a means of travelling to the workplace without relying on the car is particularly attractive to potential employees. The LTP also now recognises, due to consultation responses, that it can be difficult to access further education, college sites and training courses - students made clear that whether they can get to a site impacts their choice of course and where to go to study.

Further clarification is also provided on the need for prioritising buses and joined up public transport timetables to ensure buses reach destinations on time to create a faster, more reliable bus service allowing for better integration between each bus service and with other transport types such as rail and the Metro. Note is also made that there will be better public transport connections (through extended timetables) to important / key destinations.



Overall, it is considered that the clarifications made and amendments to strengthen elements of the LTP would be considered beneficial in terms of sustainability, although as noted in Section 2.2.2, there will remain an ongoing need for further work in relation to ensuring carbon emissions are understood and reduced as much as possible.

One area of particular note and which merits emphasis, is that the LTP sets out clearly the role of the ISA and how it made a series of recommendations. The LTP notes that arising from the recommendations of the ISA, the development of all interventions set out within the Delivery Plan will follow the action plan established. The Action Plan sets out what action is to be taken, who is responsible and the approximate timeframe. It is considered that this Action Plan demonstrates a clear commitment to undertaking further assessment during the design and planning phases of schemes and a strong commitment to ensuring that effects on the environment, as well as the health and wellbeing of the population are considered, with appropriate mitigation measures developed and implemented as required. Enhancement of beneficial effects will also be a key consideration.

The Action Plan is as follows:



**Table 3-1 – LTP Sustainability Actions**

Action	Responsible Body	Approximate time period
<b>Environment</b>		
The North East CA and its constituent Local Authorities as scheme promoters will engage with statutory bodies including the Environment Agency, Natural England and Historic England in order to advance interventions and to understand, avoid or mitigate against any adverse impacts.	North East CA and Scheme Promoters	Lifetime of the plan
Scheme Promoters will be responsible for undertaking statutory assessments where required including Environmental Impact Assessments and Habitats Regulation Assessments.	Scheme Promoters	Lifetime of the plan
Infrastructure will be designed to be adaptative, responsive and resilient, for example, to mitigate against the impacts of climate change through design.	Scheme Promoters	Lifetime of the plan
To reduce flood risk, schemes will be designed with appropriate drainage or attenuation systems. Opportunities to improve sustainable drainage systems will be explored where possible.	Scheme Promoters	Lifetime of the plan
Efforts will be taken to enhance the natural environment where possible, this includes implementing Biodiversity Net Gain and enhancing green and blue infrastructure through scheme delivery.	Scheme Promoters	Lifetime of the plan
Interventions will recognise sensitive receptors to noise and light and will build in mitigations at the outset.	Scheme Promoters	Lifetime of the plan
Key habitat sites, protected landscapes and historic features will be preserved in the delivery of this plan through early engagement and design, where possible scheme promoters will seek to undertake enhancements.	Scheme Promoters	Lifetime of the plan



Action	Responsible Body	Approximate time period
<b>Air Quality and Carbon</b>		
Air Quality monitoring equipment will be used to define sensitive areas and data will be used to inform the development of subsequent actions and interventions.	Scheme Promoters	Lifetime of the plan
Carbon Management Plans aligned to the Quantification of Carbon Reduction assessment will be implemented. The approach will be designed to reduce embodied and operational carbon arising from the delivery of interventions.	North East CA and Scheme Promoters	Lifetime of the plan
Carbon outputs per capita will be monitored and reported on as part of the North East CA's performance management approach.	North East CA	Annually
Environmental impacts will continue to be considered in the identification of interventions over the lifetime of the Delivery Plan.	North East CA	Lifetime of the plan
The North East CA will share Construction and Environmental Management Plan best practice with scheme promoters, embedding this approach in scheme delivery as a means of improving the safety of delivery and mitigating against any adverse impacts of construction.	North East CA and Scheme Promoters	First six months
<b>Population</b>		
Continued coordination on the development and delivery of interventions included within the Delivery Plan, alongside refreshing and updating the Delivery Plan on an annual basis, will provide opportunity to ensure interventions contained within the Delivery Plan secure connections to economic growth including housing delivery and job creation opportunities in the region.	North East CA	Annually
The region's cultural heritage sites will be protected and enhanced with sustainable access prioritised, bolstering the visitor and tourism sector and the economy of the region.	North East CA and Scheme Promoters	Lifetime of the plan

Action	Responsible Body	Approximate time period
Health		
Health Impact Analysis will be inbuilt into Transport Business Cases.	North East CA	Annual
Accessibility to healthcare facilities will be monitored.	North East CA	Annual
The uptake in travel on sustainable modes will be monitored and reported.	North East CA	Annual
Schemes will consider opportunities to improve healthier places and spaces in their design such as opportunities to enhance public realm, implementing planting and providing safe convenient and accessible walking routes, enacted through the application of Active Travel England's design tools.	Scheme Promoters	Lifetime of the Plan
Equalities		
Equality Impact Assessments will be inbuilt into Transport Business Cases.	North East CA and Scheme Promoters	Lifetime of the Plan
Best practice relating to traffic management will be shared by the North East CA to ensure accessibility throughout construction works with viable alternative routes identified.	North East CA and Scheme Promoters	First six months
Monitoring will take place on an annual basis as to how the plan addresses Transport Related Social Exclusion through a range of metrics including accessibility to key services, employment opportunities and affordability of services.	North East CA	Annual
Measures within scheme design will be incorporated wherever possible to improve mobility, limit severance and initiate green infrastructure enhancements.	Scheme Promoters	Lifetime of the Plan
Rurality and Coastal		



Monitoring will take place on the effectiveness of measures to improve sustainable transport use in rural areas and the vitality of local places.	North East CA	Annual
Targeted approaches will be taken to improve public transport and active travel connectivity to visitor and tourist destinations.	North East CA and Scheme Promoters	Lifetime of the plan

## 4. Monitoring Requirements

It is a requirement of the SEA Regulations (The Environmental Assessment of Plans and Programmes Regulations 2004) to describe the measures envisaged concerning how significant effects of implementing the LTP will be monitored. Section 17 (1) notes “the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action”. In addition, the Environmental Report should provide information on a ‘description of the measures envisaged concerning monitoring’ (Annex I (i))” (Stage E).

In line with the SEA Directive, ISA monitoring will cover significant social, environmental and economic effects and it will involve measuring indicators that will enable the establishment of a causal link between the implementation of the North East Local Transport Plan and the likely significant effects (both positive and negative) being monitored. In line with the SEA Directive, these significant positive and negative effects should be monitored with the implementation of Local Transport Plan. It can be used to answer questions such as:

- Were the assessment’s predictions of environmental effects accurate?
- Is the LTP contributing to the achievement of desired environmental objectives?
- Are mitigation measures performing as well as expected?
- Are there any adverse effects? Are these within acceptable limits, or is remedial action required?

A preliminary monitoring programme was proposed in the Draft Environmental Report. Following consultation and discussions with wider Combined Authority colleagues, it is proposed that the monitoring programme contained in the ISA will be used to inform a wider planning framework that is in development. In addition, at this stage, as the LTP is a high-level strategic document, it is the intention that the following series of monitoring indicators will be kept under review going forward. As such, it is to be noted that the following is not to be considered as an exhaustive list – it is likely that this list will be amended as further understanding of the LTP and Delivery Plan is gained as it is implemented, as well as the wider monitoring requirements of the Combined Authority.



**Table 4-1 – Potential Monitoring Indicators for consideration**

<b>ISA Objective</b>	<b>Indicators to be used</b>	<b>Direction of change</b>	<b>Suggested frequency</b>
Protect and improve air quality	Area covered by AQMAs declared due to transport emissions	Reduce	Annual
	Levels / Concentration of transport related pollutants	Reduce	Annual
	LZEVs as a proportion of total fleet	Increase	Annual
	Development of active travel routes (measured in KM)	Increase	Annual
Reduce the impact on environmental noise from transportation sources	Number and area of Noise Important Areas	Reduce	Annual
Reduce carbon emissions from transport and contribute to meeting the UKs and North East CA's net zero carbon targets by 2050	CO <sub>2</sub> emissions from road transport	Reduce	Annual
	Per capita transport carbon emissions	Reduce	Annual
	Uptake of active travel modes	Increase	Annual
	Number of EV charging points across the North East (by rural / urban split)	Increase	Annual
	Number of rail passengers utilising rail stations in the North East region	Increase	Annual
	Number of bus passengers in the North East region	Increase	Annual
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Number of transport schemes (new or improved) incorporating SuDS or upstream Natural Flood Management	Increase	Annual
	Number of transport schemes (new or improved) that include as part of design measures to adapt to climate change	Increase	Annual
	Area of flood risk / floodplain constructed upon by transport schemes	Minimise / Reduce	Annual
	Number of gully pots / culverts cleaned / maintained	Increase	Annual
Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	Net gain in Biodiversity (using Defra metric) due to transport schemes	Increase – target of minimum 10% BNG, where applicable	Annual
	Area of green infrastructure developed as part of transport scheme / improved public realm	Increase	Annual

ISA Objective	Indicators to be used	Direction of change	Suggested frequency
Protect and enhance sites designated for their international importance for nature conservation purposes	Number of transport schemes with recognised adverse effect on sites designated for nature conservation	Reduce	Annual
Protect, enhance and promote geodiversity	Number of transport schemes with recognised adverse effect on sites designated for geodiversity	Reduce	Annual
Protect and enhance the significance cultural heritage assets and their settings, and the wider historic environment	Number of historic assets and historic landscapes negatively impacted by transport schemes after all design solutions have been identified	Reduce	Annual
Conserve and enhance the natural beauty the North East's protected landscapes, seascapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	Area covered by transport schemes within or in close proximity to National Landscapes (formerly AONB) designated areas	Reduce	Annual
	% area of transport schemes that incorporate improvements to public realm and sympathetic design	Increase	Annual
Protect and enhance the water environment	Number of transport schemes (new or improved) incorporating SuDS or upstream Natural Flood Management	Increase	Annual
	Number of pollution incidents attributable to transport	Reduce	Annual
Protect soil resources and avoid land contamination	Area (in hectares) of previously contaminated land included within or impacted by transport schemes that have been treated to remediate contamination	Increase	Annual
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	Transport improvements (e.g. service provision) in rural areas	Increase	Annual
	Provision of digital connectivity improvements	Increase	Annual
Support the wider coordination of land use and energy planning across the North East CA area	Number of new compact, higher density mixed use developments supported by sustainable transport modes	Increase	Annual



ISA Objective	Indicators to be used	Direction of change	Suggested frequency
Improve health and well-being for all citizens and reduce inequalities in health	Population within AQMAs	Reduce	Annual
	Population within Noise Important Areas	Reduce	Annual
	No. and length (Km) of Active travel schemes	Increase	Annual
	Crime / anti-social incidents associated with transport network	Reduce	Annual
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Affordability of public transport	Increase	Annual
	Accessibility and public realm improvements in most deprived areas	Increase	Annual
	Accessibility improvements in public transport schemes	Increase	Annual
Promote fairness and equity in rural connectivity	Public transport passenger numbers in rural areas	Increase	Annual
	No. and length (Km) of Active travel schemes in rural or coastal areas	Increase	Annual



## 5. Summary and Conclusions

North East Combined Authority's Local Transport Plan (LTP) has been the subject of an Integrated Sustainability Appraisal (ISA) incorporating Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Rural proofing assessment. Habitats Regulations Assessment (HRA) was undertaken as a parallel process and is reported separately.

This Post Adoption Statement for the LTP should be read together with the final ISA Report published on adoption and it is the purpose of this Post Adoption Statement to detail the following:

**Table 5-1 - How the Post Adoption Statement meets legislative requirements**

<b>Purpose of the Post Adoption Statement</b>	<b>Where is this demonstrated in the Post Adoption Statement?</b>
How environmental considerations have been integrated into the LTP	Section 3 provides an overview of the assessment of the final Reviewed LTP.
How the opinions expressed in consultation have been taken into account	<p>Section 2 details the consultation process undertaken, with specific reference to the Scoping Report in Section 2.1 and the ISA Report in Section 2.2.</p> <p>Section 2.2.1 addresses comments received on the ISA Report, while Section 2.2.2 addresses comments received in respect of Carbon Assessment. Section 2.2.3 and Section 3.4 address wider comments received in respect of the LTP and discusses the amendments made that had potential implications for sustainability.</p> <p>Of particular note, as set out in Section 3.4, the LTP now sets out clearly an Action Plan that was developed following ISA Recommendations and consultation comments.</p>
How the ISA Report has been taken into account in preparation of the LTP	Section 3 provides an overview of the ISA process and notes the role of SEA.
The reasons for choosing the Final LTP as adopted, in the light of other reasonable alternatives considered	Section 3.3 details consideration of Strategic Alternatives, while Section 3.4 discusses assessment of the final LTP.
The measures that are to be taken to monitor the significant environmental effects of the implementation of the Final LTP	Section 4 provides detail on the Monitoring Requirements, with the final monitoring programme detailed as Table 4-1.

**In conclusion, the LTP development was informed iteratively by a robust ISA process, as well as an extensive consultation process across a range of stakeholders. Both the ISA and consultation processes resulted in amendments to the LTP, though for the most part, it was considered that these were minor and acted to strengthen and clarify key elements. From an ISA perspective, these clarifications and amendments will act to increase the sustainability performance of the LTP and as such, it is anticipated that the LTP will help to realise the vision for the North East in a sustainable and integrated fashion. More work is needed though, for example in developing a greater understanding of carbon emissions and how best to reduce these. There is also an ongoing commitment to undertake further assessment such as EIA, HRA,**



HIA, EqlA and making sure the needs of vulnerable groups and communities such as those in rural or coastal areas are considered in the design and planning of any proposed transport scheme.



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# Regional Transport Asset Management Plan

March 2025

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## Executive Summary

This Regional Transport Asset Management Plan (TAMP) was developed in recognition of the important role that an efficient, reliable and sustainable highways network plays in supporting and enhancing quality of life and promoting economic vitality. In the North East, highway infrastructure forms the backbone of the region, facilitating movement, commerce and connectivity. The region's unique geographic, social, and economic characteristics benefit from a co-ordinated approach to asset management that is both adaptable and forward-looking.

This first iteration of the Regional TAMP consolidates approaches taken by the seven North East local authorities and sets in motion the transition towards a regional asset management framework that is committed to evidence-based and well-informed decision making for the allocation of available funding. At its core, this Regional TAMP recognises the difference between good asset *management* and good asset *condition*, and that highways are maintained to achieve the best levels of customer service within the constraints of resources available. It aligns with national guidelines and local policy objectives, drawing from best practice and lessons learnt. In this way, it addresses the specific needs of the region, ensuring that highway infrastructure is managed effectively, safely and sustainably.

Through the course of the production of this Regional TAMP, the qualitative input from local authorities and the quantitative asset data have demonstrated that the historic quantum of funding for highways maintenance is insufficient to sustain the highway network to the desired standard.

This Regional TAMP concludes that the seven local authorities deploy good asset management practices and work efficiently and effectively within the levels of resources made available to them. However, there is a need to secure further funding for highways maintenance to offset the risk of asset decline.

To these ends, the integration of the highways maintenance budget into a City Region Sustainable Transport Settlement (CRSTS), provides the North East Combined Authority the flexibility to consider how funding is allocated towards maintenance activities to realise greatest whole-life value. This Regional TAMP provides an evidence-based rationale for the re-balancing of the CRSTS settlement, allocating in total £346m to highways maintenance over the lifespan of the first North East CRSTS.

### Key Recommendations

Through the course of the development of this TAMP a series of recommendations have been identified for consideration, the adoption of these recommendations will assist in optimising whole-life costs, fostering a pro-active approach towards maintenance and delivering a highways network that meets current and future community needs:

1. Seek to ensure that going forwards highways maintenance funding allocations are baselined at their minimum current level as provided by DfT formula allocations.
2. Adopt a fair and transparent mechanism for budgeting and funding allocation above and beyond minimum agreed allocations.
3. Produce an annual report that provides a 'state of the asset' assessment for consideration by the Mayor and Cabinet, the supporting narrative and data can be utilised to leverage

additional resources where there is an opportunity to do so, for example through competition-based funding.

4. Prioritise the identification of and management plans for 'critical infrastructure' including but not limited to assets that are large, complex, essential to the local economy, protect communities from severance, integral to the effective functioning of the transport network, enable residents to access key services and opportunities, or are high in the public profile and disruptive/expensive to refurbish.
5. Continue to strengthen collaboration and joint working, sharing best practice cross-authority and co-ordinating procurement activities where opportunities for joint exercises exist.
6. Consider additional maintenance resources through the next iteration of the TAMP to ensure that newly implemented active travel routes remain safe and secure.

This Regional TAMP represents a collaborative effort amongst the seven constituent authorities of the North East CA, translating strategic objectives into guiding principles that drive the approach towards works programming and delivery. It will be issued to the Department for Transport, alongside the CRSTS Delivery Plan and the Local Transport Plan, to assist in the articulation of regional investment priorities for highways maintenance.

This Regional TAMP provides the foundation for the continuing good work of the seven local authorities in the North East, bringing together a common asset management framework for realising best societal value from highway infrastructure. It will be regularly updated and refreshed, aligning to CRSTS funding timescales, and present a case for investment that will enhance performance, optimise whole-life costs, manage risk effectively and deliver a co-ordinated approach to asset stewardship that meets the needs of the region and its residents.

# **1. Introduction**

## **1.1 Background**

In December 2022, the leaders of the seven local authorities in the North East agreed a transformational Devolution Deal with Government, establishing the North East Mayoral Combined Authority (North East CA).

The North East CA brings together the seven local authorities in the North East alongside established capabilities from the following predecessor organisations:

- Transport North East
- North of Tyne Combined Authority
- North East Combined Authority
- North East Local Enterprise Partnership
- Invest North East

The Devolution Deal set out the establishment of the North East CA as the Transport Authority for the region and placed all local roads maintenance funding under its control as part of the City Region Sustainable Transport Settlement (CRSTS), which consolidates existing funding streams including: Regional Highways Maintenance, Pothole Funding and the Integrated Transport Block.

Decisions regarding the allocation and investment of the CRSTS are the responsibility of the North East CA, however, under the terms of devolved funding the North East CA must ensure that each of the seven local authorities receive appropriate funding to meet obligations to deliver effective management of highways assets.

The Regional TAMP provides a comprehensive, evidence-based account of how available funding is allocated across constituent local authorities. Developed collaboratively with the seven local authorities in the region, it serves as a unified asset management framework for the entire North East road network, ensuring that funding decisions are both well-informed and strategically aligned.

## **2. Scope**

The Regional TAMP is concerned with the macro (i.e. regional level) award of funding to constituent authorities from regionally available funds. This aligns to, but is covered separately from, the local authority allocations at asset intervention level. The TAMP outlines both funding integrated into CRSTS as well as additional funding provided by the Department for Transport at the regional level. The TAMP also provides the opportunity to consider how future funding could be uplifted towards maintenance activities where greatest whole-life value can be realised. The TAMP includes all highways assets, recognising that some assets are managed centrally or through PFI arrangements.

The partnership working that built up amongst the local authorities during the production of the Regional TAMP will continue through established working groups of the North East CA, the TAMP will evolve iteratively through future publications.



The supporting narrative, data and 'state of the asset' assessment contained within the TAMP can be utilised to leverage additional resources where there is an opportunity to do so, for example through competition-based funding.

Section 7 of this document outlines the reporting mechanisms and responsibilities for providing information to DfT and reporting between local authorities, North East CA and government.

There is already a well-established foundation of good practice throughout the region that are consistent with the Well-managed Highway Infrastructure Code of Practice. This Regional TAMP highlights those examples that will be built upon to enhance asset management maturity. It does not, consider alternative delivery methodologies or operational models outside of the ones currently utilised by local authorities. However, as the North East CA evolves it will systematically review and improve ways of working to continuously strive for better value for the region's communities. Deploying a single Asset Management Framework for the North East CA will enhance communication between local authorities, enable economies of scale and close the gap between customer expectations and what is achievable with the resources available.

### **3. Roles and Responsibilities**

This Regional TAMP fulfils the Devolution Deal obligation to provide a single asset management plan for the highways network, outlining the allocation of funding included as part of the CRSTS settlement and now under the control of the North East CA.

The North East CA is the accountable body for CRSTS funding and has responsibility to ensure appropriate levels of maintenance funding is provided to the local authorities. The North East CA is responsible for reporting on expenditure of CRSTS monies and requires information to be fed from local authorities to enable accurate monitoring and forecasting of expenditure. This Regional TAMP acts at the macro 'umbrella' level and focuses on awarding funding. It does not negate the need for local authorities to have their own individual highways asset management plans or a comparable suite of documents setting out their policy, approach and works programmes in more granular detail.

Under the Whole of Government Accounting (WGA) procedure, all local authorities were required to submit an annual detailed valuation of their highway and infrastructure assets. On a rolling basis, independent condition surveys of all highway infrastructure are undertaken to assess condition. Depreciated Replacement Costs are used for measurement purposes and are disclosed as a separate class of asset on the local authorities' balance sheet. Gross Replacement Cost (GRC) and the Annual Depreciation are the key drivers. GRC is the estimated cost of replacing an asset or property with a 'modern equivalent asset', i.e. of the same quality of construction and operational utility. This is a process managed separately to the Regional TAMP works programme development because financial depreciation is not a precise proxy for condition deterioration, although the underlying asset inventory and condition figures are aligned.

Figure 1-1 below, sets out where this Regional TAMP sits in relation to other North East CA and Local authority documents.

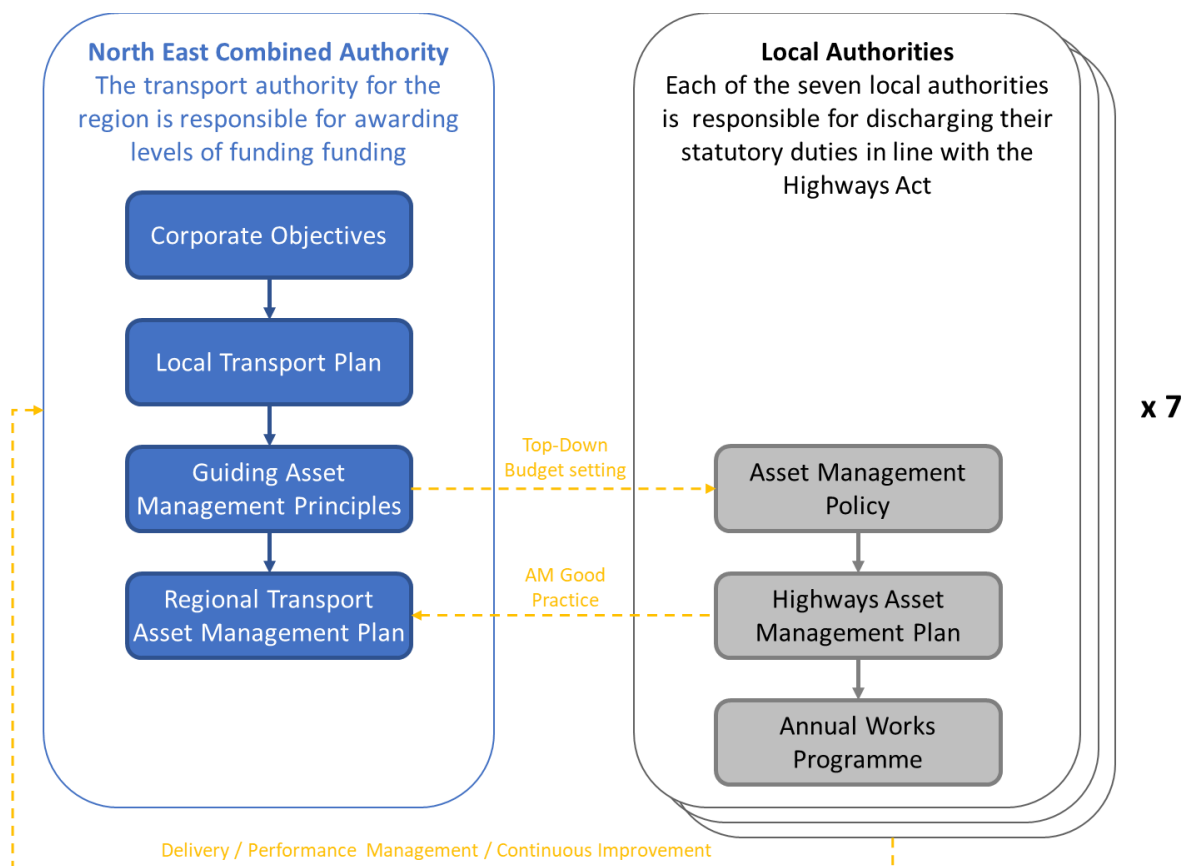


Figure 11 Alignment between Regional TAMP and Local Authority Documentation

## 4. Asset Management

Asset Management is a strategic approach that identifies the optimal allocation of available resources for the operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.

Asset management is widely accepted by central and local government as a means to deliver a more efficient and effective approach to the stewardship of infrastructure. Asset management ensures that best customer value is achieved, with respect to available budgets, through co-ordinated long-term planning and continuous improvement. The seven local authorities within the North East have long recognised and implemented asset management practices, embracing asset management as the enabler for a well-managed highway network. Mature governance frameworks and processes are already in place at local authority level, and these align to established industry good practice.

As custodians of highways assets, the seven local authorities assure the safe operation and maintenance of assets, to drive value for money to their stakeholders. This responsibility extends throughout the whole life of the assets, from construction (or adoption) through to operation, maintenance, refurbishment and renewal. In the context of highways, assets are occasionally disposed of – for example the removal of obsolete lighting columns or technology - but, in general, assets are subject to perpetual replacement.

Highway infrastructure provides the foundation for transport throughout the region; supporting the needs of private vehicles, public transport, road freight and active travel. Therefore, the purpose of this Regional TAMP is to identify the common maintenance approaches and challenges faced within the region and to demonstrate how, collectively, front-line activities are prioritised to meet the transport objectives of the region. This Regional TAMP promotes collaboration and fosters a coordinated approach amongst the seven local authorities. An integrated approach is crucial in sharing good practices, driving continuous improvement and providing a fuller understanding of regional challenges and opportunities.

At its core, this Regional TAMP recognises the difference between good asset *management* and good asset *condition*, and that highways are maintained to achieve the best levels of customer service within the constraints of resources available. This Regional TAMP provides the justification for the effective allocation of resources, which are within the control of the North East CA. However, it is acknowledged that the availability of funding is currently insufficient to meet the overall maintenance demand, and local authorities prioritise investments in a way that maximises value and ensures the longevity and reliability of the highway network. It is aligned to the requirements and aspirations of the region and sets a foundation for progression towards a unified asset management approach. This ensures that, over the longer term, asset management decisions are focused on creating a cohesive, efficient, and sustainable highway network that continuously improves value for the individuals, communities, public services, businesses and environment of the North East. It brings a strong emphasis on stakeholder engagement, ensuring that the needs and expectations are adequately represented and addressed. This inclusive approach helps in building public trust and ensures that the transportation system evolves in a way that is responsive to the community's needs.

Overall, this Regional TAMP aligns with the regional goals of economic development, social inclusion, environmental sustainability, and improved quality of life, positioning the North East as a dynamic and forward-looking region.

## 5. Legal Framework

Under the Highways Act 1980, the seven local authorities have a statutory duty to keep the highway network in a safe and serviceable condition. This is achieved by:

- Maintaining appropriate highway inspection procedures. These take into account national codes of practice, such as Well-managed Highway Infrastructure.
- Undertaking regular bridge inspections in line with industry standards.
- Ensuring that highway defects, whether identified by inspectors or reported by the public, are investigated and repaired in accordance with the criteria set out in repair policies.
- Regularly reviewing working practices to ensure duties are carried out effectively and in a professional manner.

Section 58 provides a defence against action relating to alleged failure to maintain on grounds that the authority has taken such care as in all the circumstances was reasonably required to secure that the part of the highway in question was not dangerous for traffic. Compliance with the Code of Practice is an important element in demonstrating a Section 58 defence.

The seven local authorities are legally required to set a balanced budget at the start of every year to meet their financial responsibilities. To help do this, each local authority produces a draft budget including service proposals in consultation with members of the public, service users and partner organisations. Proposals are finalised with due consideration for consultation feedback. A draft budget is then put forward by Cabinet to be agreed at Full Council meeting.

## 6. Principles

### 6.1 Line of Sight

The notion of **Line of Sight** is a core principle of asset management. It refers to having clear connectivity between an organisation's strategic plans and front-line operational activities, enabling everyone to understand how they contribute to achieving overall success of the business. Line of Sight translates organisational objectives into asset management policy, strategy and objectives which cascade down into more detailed plans, so that decision making is aligned, both vertically and horizontally within the organisation. For this Regional TAMP, high level asset management objectives have been inferred from the existing highway asset management plans of the seven local authorities. Over time, these will be harmonised with wider North East CA objectives, by:

- Holding regular briefing sessions with lead Cabinet Members, to receive feedback on strategic priorities and received feedback from local authorities regarding asset knowledge.
- Working through the Transport Advisory Board and the North East CA structure to ensure alignment of strategic priorities.
- Acting on feedback received to ensure appropriate stewardship of CRSTS funding.

### 6.2 Strategic Themes

The North East Transport Plan, provides the transport vision for the North East and provides a guidance framework for all future transport planning and investment, highlighting transport problems and issues, and identifying opportunities to tackle them. It also sets out the objectives, policies, key strategies, and implementation plans that will deliver a positive, more sustainable vision for the North East. This Regional TAMP aligns to the following goals, in support of the Regional Transport vision.






- To support the economic development, regeneration and competitiveness, improving the efficiency, reliability and integration of transport networks across all modes.
- To reduce carbon emissions produced by local transport movements, and to strengthen highway networks against the effects of climate change and extreme weather events.
- To contribute to healthier communities with high levels of physical activity and personal security.
- To create a fairer region, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services.



- To protect, preserve and enhance natural and built environments, improving quality of life and creating high quality public places.
- To ensure that transport assets meet their service delivery needs in terms of condition, suitability, sufficiency, cost, location, safety and their environmental impact.
- To protect the financial and environmental value of the assets used and to seek best value by striving for lower lifetime costs.
- To ensure compliance with relevant legislation and regulations affecting assets.
- To release assets that do not meet service delivery needs and reinvest the proceeds in the maintenance and modernisation of services.
- To maximise the benefits of working in partnership, to develop community focused solutions.

### 6.3 Regional TAMP Guiding Principles

This Regional TAMP is underpinned by the following guiding principles set out in Table 2-1, which (in no priority order) are common to all seven local authorities and represent leading asset management practice.

	Deploy good practice asset management approaches, in line with the <b>Well-managed Highway Infrastructure Code of Practice</b> , and adhere to their duty of care under the Highways Act 1980.		Apply <b>Whole-Life</b> principles to forecast future investment needs, intervention policy and to inform cost versus carbon trade off decisions.
	Actively engage with elected Members, residents, businesses and visitors so that services are <b>Community-centric</b> and aligned with their priorities and expectations wherever possible.		Adapt to changes in demand, including the increasing frequency and severity of extreme weather events. Leveraging technological advancements to enhance <b>Network Resilience</b> .
	<b>Risk-Based</b> asset management underpins works prioritization, inspection frequencies and promotes preventative and predictive (over reactive) maintenance regimes.		Recognize the <b>Climate Emergency</b> and actively decarbonizing our highway services to support environmental sustainability, biodiversity and Net Zero targets.









	Share knowledge and collaborate to progressively embed a common regional asset management framework that demonstrates <b>Line of Sight</b> between the North East CA objectives and front-line activity.		<b>Performance</b> of the assets and the asset management systems are systematically reviewed and reported. This reinforces a 'plan-do-check-act' cycle of <b>Continuous Improvement</b> and social value generation.
	<b>Safety and Security</b> of road users and employees remain at forefront of everything we do. We promote a culture that encourages staff to report unsafe practices and to continually improve safety.		Decision making process are <b>Data Driven</b> ; emphasizing the importance of accurate asset inventory, facilitated by up-to-date asset management systems.
	Actively research and trial <b>Innovative Technologies</b> and processes to automate all stages of the asset lifecycle and continuously drive for greater value.		Leverage region-wide <b>Procurement</b> frameworks to achieve economies of scale, incentivize efficiencies, invest locally and reduced emissions.
	Ensure there is <b>Leadership</b> endorsement and commitment to highway asset management across all tiers of North East CA.		Deploy a framework of processes and tools that <b>Maximize Funding</b> opportunities and balance risk appropriately and effectively.

Table 2-1.

## 6.4 Collaboration

Existing local authority asset management plans, which have fed into this Regional TAMP, were developed individually and shared collectively. They are all aligned to recognised good industry practices and so there is a rich legacy of collaboration and consistent approaches that will be built upon as the North East CA matures.

The **North East Joint Transport Committee** oversaw the delivery of transport functions across the region. This group aimed to:

- Have effective and integrated public transport provision, including targeted and innovative travel solutions which meet specific needs, especially for older and young people.
- Encourage more people to walk, cycle and use public transport as part of their daily journey, including to access key services.
- Have a transport system that provides more consistent, predictable and reliable journey times for the movement of people and goods.
- Reduce the number of road casualties.
- Reduce the negative impact of the transport system and our operations on the environment and individuals.

The **North East Highway Alliance** (NEHA) was formed in 2013 to facilitate knowledge share and collaborative working between the local authorities in the North East. It is currently attended by Highway Asset Managers and Senior Officers. The key purpose of NEHA was to lead in providing momentum and enthusiasm for highway collaboration across the North East. This alliance was developed in line with the Local Authority Collaborative Alliance Toolkit – Highway Maintenance Efficiency Programme (HMEP). Several projects were initiated by the alliance with working groups established to deliver collaboration and sharing of best practices. The complex nature and diversity of highway services requires local authorities to maintain a high level of knowledge of different techniques and processes to improve the effectiveness of their services. The scope and objective of NEHA is to co-ordinate that knowledge across all local authorities, rather than on an individual basis.

These overarching aims are now reflected in the **Regional TAMP Guiding Principles** set out in Table 2-1 above.

## 6.5 Engagement

The seven local authorities in the North East actively engage with their elected Members, residents, businesses and visitors so that services can be aligned with stakeholder priorities and expectations wherever possible. This engagement is key to the success of the Regional TAMP for prioritising and planning works programmes. This is achieved by several approaches, including:

- Consulting with elected members via briefings, attendance at meetings and delivering bespoke presentations.

- Conducting annual residents survey and using the feedback to inform the strategic priorities.
- Carrying out bespoke surveys with residents and businesses to better understand their views on highway maintenance priorities and determine the levels of service.
- Gather feedback on highway specific services, to inform continuous improvement and future direction.
- Continuing to keep residents and road users informed by providing updates and information on websites and via our social media.

## **7. Benchmarking Industry Good Practice**

The seven local authorities are committed to promoting good industry practices and continuous improvement, by participating in a variety of local events and playing leading roles in the following industry forums:

- North East Highways Alliance (NEHA).
- Tyne and Wear Highways Asset Group.
- Bridges North East Authorities.
- The Association of Directors of Environment, Economy, Planning and Transport (ADEPT).
- Local Roads Innovation Group (LCRIG).
- North East Traffic Managers Group.
- Chartered Institute of Public Finance and Accountancy (CIPFA) HAMP Network.

## **8. Procurement**

The procurement of certain goods and services is being done collaboratively amongst the seven local authorities through the North East Procurement Organisation (NEPO), to achieve economies of scale.

## **9. Digital Innovation**

Advancements in technology, such as sensors, in-car telematics, artificial intelligence and machine learning, are enabling new solutions such as real time condition monitoring. Any technological innovation must also have the necessary processes, systems, funding and skills to convert it into a sustainable business benefit. North East CA will seek to develop an asset information strategy over time and decide if/when to integrate data systems for sharing services and resources effectively amongst the seven local authorities. Enabling a more intelligence-based approach will illustrate to members where the critical issues are within the region instead of perception-based priorities. Whilst digital asset management can provide automation and efficiency, the North East CA will seek to balance benefits with the associated additional costs of training, hardware, licences, hosting and support desks.



## 10. Critical Infrastructure

In developing this TAMP for the entirety of the region's asset portfolio, there is a unique category of highway infrastructure that requires special consideration. This is referred to as 'critical infrastructure', i.e. assets that at large, complex, essential to the local economy, protect communities from severance, are integral to the good functioning of the transport network, enable residents to access key services and opportunities and are high in the public profile and disruptive/expensive to refurbish.

There are several examples throughout the region although no definitive list has been agreed. Traditional approaches to the allocation of funding for the refurbishment of critical infrastructure at the national level have typically been ad hoc and competitive.

Slow rates of deterioration, combined with short term planning cycles and uncertainty over funding availability can result in deferred investment year-on-year, especially when budgets are constrained. Without applying a whole-life cost approach, this can culminate in condition deterioration to the point where more disruptive and expensive interventions are required.

A more economic approach for these assets, and the network as a whole, would see the production of **dedicated asset management plans** for each element of critical infrastructure. This would facilitate a more proactive maintenance regime, the ability to predict future investment needs and secure the necessary long-term funding required to optimise value for money. This approach would support effective risk management through co-ordinated asset stewardship.

Therefore, a priority action has been identified: the development of asset management plans for critical infrastructure. These plans will provide a long-term view of regional funding need, allowing for a more strategic and proactive approach ultimately reducing whole-life costs. This approach will help minimise the need for reactive budget reallocations for major interventions. In turn, this will alleviate pressure on CRSTS funding and on other maintenance budgets, ensuring more sustainable financial planning over the long-term.

## 11. Information and Systems

Good asset management relies heavily upon collecting accurate data and IT systems that facilitate lifecycle planning and works management. To provide a safe and serviceable highway network, the seven local authorities require up to date inventory and condition data to inform the decision-making process. This is done by:

- Undertaking condition surveys of the highway's physical infrastructure.
- Maintaining and upgrading works management (IT) systems.
- Investing technology to enable the update asset inventory and analysis of data in the most efficient and effective way.
- Carrying out data cleansing, to ensure information is fit for purpose, trusted and informative.
- Leveraging mobile technology and sensors to enhance asset inventory and performance information.

- Capturing asset location, condition and documenting works undertaken.

To ensure resilience in the management of the various IT platforms, the seven North East local authorities are seeking to enhance the integration and compatibility between the multiple applications, whilst continuing to satisfy statutory duties. The ever-changing technological landscape means that new technologies are always emerging. These are being trailed and implemented, where considered appropriate, to help enable service enhancements and cost reduction.

## 12. Climate Change

Environmental objectives are outlined within the LTP and associated strategies, identifying the role transport has in achieving these objectives. This includes initiatives to reduce carbon emissions, promote the use of sustainable transport modes, and enhance the resilience of the transport infrastructure to environmental challenges. From a local highway maintenance perspective, the response to the impacts of climate change is twofold.

- (i) Adaptation:** taking measures to sustain network resilience in the face of increasing frequency and severity of extreme weather events. From an asset management perspective, this culminates in increased operational maintenance activity to mitigate surface water, flooding, land slips, winter service and accelerated deterioration in condition.
- (ii) Decarbonisation:** establishing a baseline carbon footprint for highway maintenance activities. Deploying new materials, processes and behaviours will enable progress towards Net Zero. (Net Zero refers to balancing the amount of greenhouse gases emitted with an equivalent amount removed from the atmosphere, aiming for no net increase in global emissions).

In general, the seven local authorities are now adapting to the impacts of climate change on the highway drainage systems. They are re-evaluating their asset management approach to account for increased water flow throughout the network and trialling technologies that can achieve more efficient and effective regimes.

The North East Active Travel Strategy identifies investments being made into foot and cycleway infrastructure that will encourage more sustainable travel modes that benefit both the health of the environment and community. However, this investment is only for the CAPEX construction and does not cater for the ongoing maintenance needs. This introduction of new infrastructure may have a knock-on demand for additional maintenance resources to ensure the routes remain safe and secure.

Existing approaches for contributing to the region's climate change goals are summarised below:

- **Durham County Council:** The Durham Transport Asset Management Plan emphasises the importance of sustainable asset management, aligning with broader environmental and climate change objectives. The plan acknowledges the need for considering the environmental impact of transportation assets and maintenance activities.

- **Gateshead Council:** Gateshead in 2022 published a climate emergency action plan to make all council activities carbon neutral by 2030. The Gateshead Highway Asset Management Framework and the Gateshead Highway Asset Management Plan 2018-30 focuses on sustainable asset management, efficient use of resources, and the integration of new technologies, which can indirectly contribute to climate change mitigation and adaptation.
- **Newcastle City Council:** The council declared a Climate Emergency to make Newcastle carbon neutral by 2030. They have an ambitious programme of interventions of what the council can influence through their policies, programmes, projects and services. Fundamentally though, this requires a whole city approach, with engagement from businesses, universities, the private sector, residents and communities. To achieve this, they have set out three key aims to work collaboratively across the city. These are: Net Zero Taskforce, Climate Change Committee and Citizen's Assembly.
- **North Tyneside Council:** The highway maintenance service in North Tyneside supports the council's Climate Change Action Plan primarily through carbon reduction initiatives. The council is working with its technical partners and supply chain to roll out more sustainable highway maintenance treatments which will reduce its carbon footprint. Examples include the use of recycled materials, a commitment to use local suppliers and the use of natural eco diesel in the council's fleet. In 2023/24, a proprietary warm mix surfacing treatment was piloted in two streets resulting in a saving of 4.73 tonnes of CO<sub>2</sub>.
- **Northumberland Council** has set out the following Climate Change Actions:
  - *Carbon Reduction and Net-Zero Vision:* Northumberland Council has reaffirmed its commitment to reducing carbon emissions in its second Climate Change Action Plan. The council is aiming for net-zero by 2030. This goal is integrated into council policies, especially in the context of highway maintenance activities.
  - *Material and Method Review for Highway Maintenance:* The council is reviewing construction and maintenance materials, such as quarried stone, to reduce energy consumption. They are focusing on using locally sourced and recycled materials and environmentally sound methods for highway maintenance. A flood risk strategy has been developed.
  - *Minimising Congestion to Reduce Carbon Levels:* Highway works in Northumberland are programmed and coordinated to reduce congestion, thereby lowering overall carbon emissions and contributing to climate change targets.
- **South Tyneside Council:** has confirmed its commitment towards carbon reduction and net zero by the implementation of "warm as the norm" for its asphalt products when the resurfacing contract was awarded in 2022. The Council has adopted a 'Sustainable South Tyneside' Strategic Plan for Net-Zero across the Council. This includes working with technical partners and supply chain to roll out more sustainable highway maintenance treatments which will reduce its carbon footprint.

- **Sunderland City Council:** The Sunderland City Council Carriageway Lifecycle Plan and the Highway Asset Management Policy and Strategy, focus on the lifecycle planning and strategic management of transportation assets, with an emphasis on sustainable and efficient asset management. Further to this, a policy document is currently being developed regarding the council's commitment to carbon reduction and biodiversity within Highways and Transport.

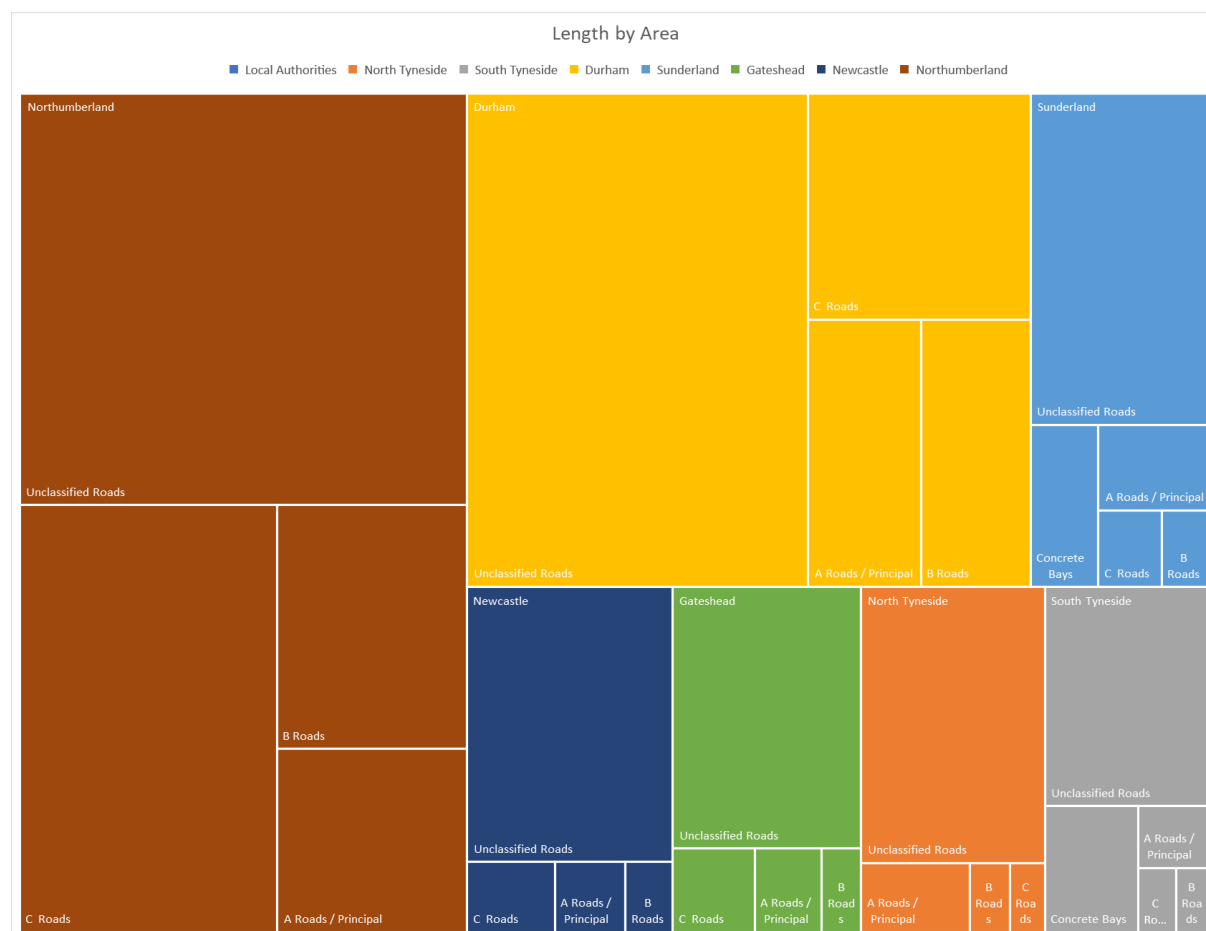
In summary, climate adaptation and decarbonisation are recognised as the key emerging issues and all seven local authorities have declared a climate emergency. Whilst there is recognition of the importance, there has been insufficient funding to properly address it from a highway maintenance perspective. Potential changes to the DfT Incentive Fund, supplemented by ADEPT LiveLabs2 and their Carbon Analyser Guidance may help redress the balance.



## 13. State of the Asset / Network

### 13.1 Regional Asset Category Summaries

Figure 3-1 below depicts the characteristics and relative scale of the seven local authorities' networks, with an associated breakdown by hierarchy. This highlights the high proportion of unclassified and minor roads. Sunderland and especially South Tyneside have concrete bays which are more costly to repair when there is structural failure as it requires full reconstruction, compared to conventional asphalt roads.



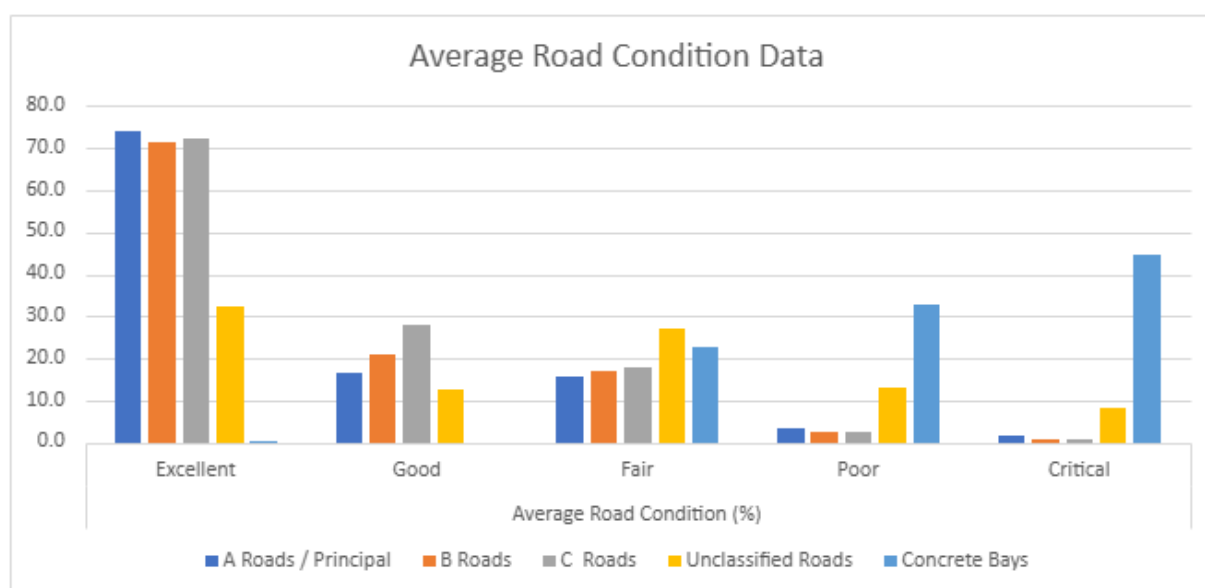
*Figure 31 Characteristics and Relative Scale of Each of the Seven local authorities Networks*

The following charts summarise the road hierarchy categories by route length and budget, at regional level. Comparison of these two charts shows that 66% of the route length is unclassified/urban and receives 54% of the budget. Whereas Principal and A-Roads represent 10% of the network by route length and 18% of the budget.



*Figure 32 Road Hierarchy Categories by Route Length and Budget*

The following charts summarise the carriageway condition by hierarchy category for the whole region. This demonstrates that Principle and A-roads are predominantly in excellent condition. Average network level condition gets progressively worse for B and C Roads with Unclassified Roads in the poorest condition. The condition shown for concrete bays, depicted as poor and critical, is for Sunderland Council only. The condition of South Tyneside concrete bays is included in the overall figures and not shown separately.



*Figure 33 Carriageway Condition by Hierarchy Category*

The charts below compare budget allocations to hierarchy length and condition respectively. There is a consistent pattern of funding being prioritised proportionately onto the poorest condition unclassified locations whilst also balancing the investment needs of the higher traffic volume routes, which are generally in better condition overall.

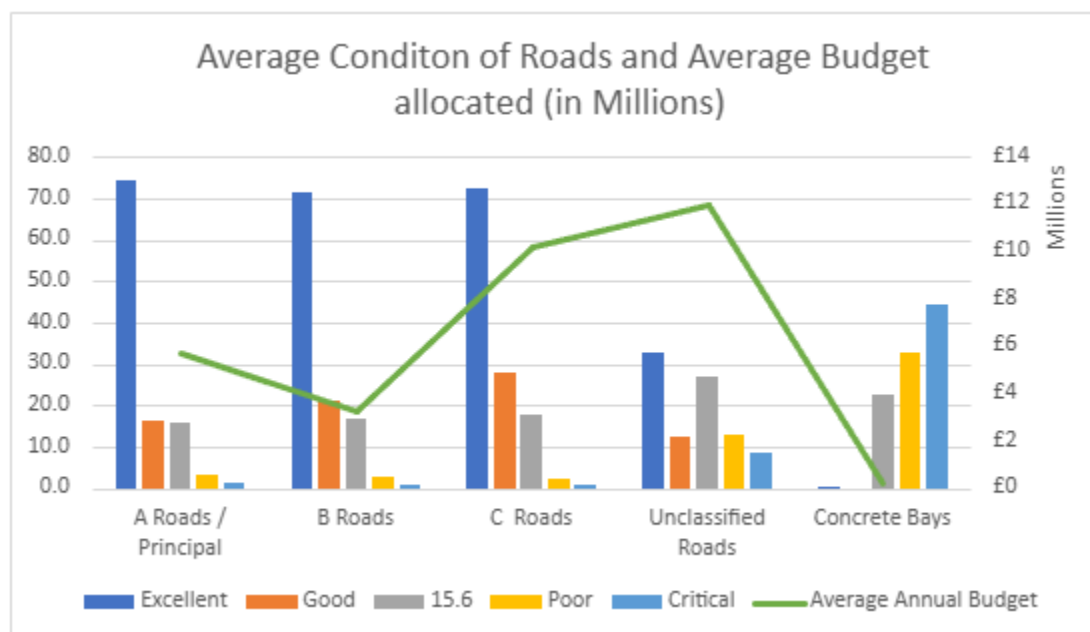
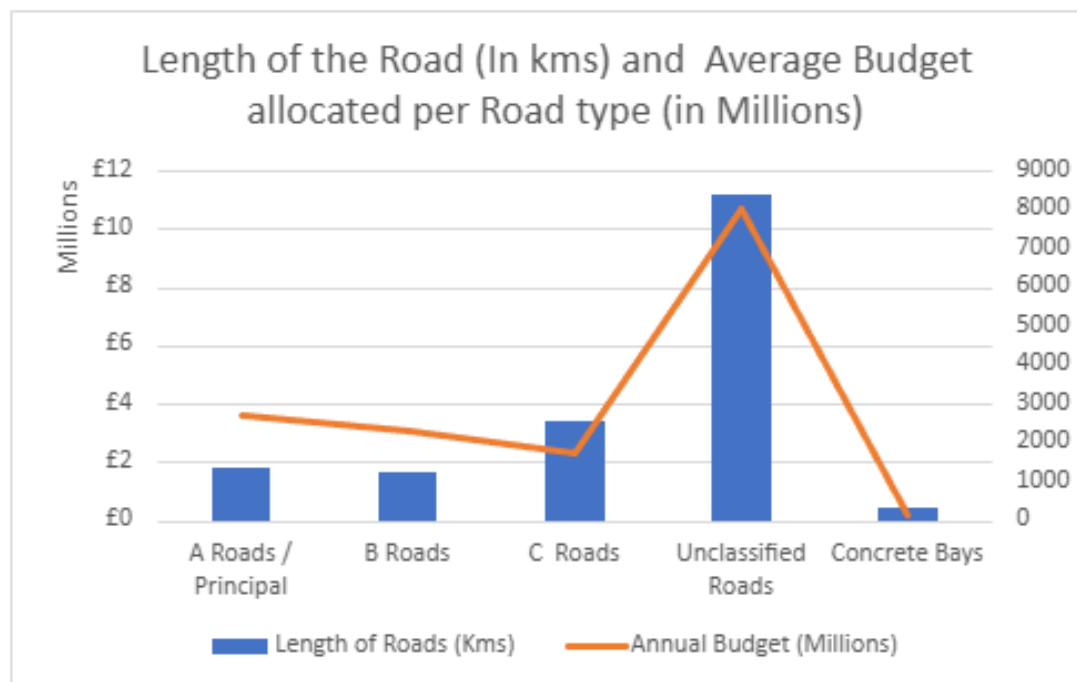


Figure 34 Budget Allocations to Hierarchy Length and Condition

## **14. Local Authority Specific Characteristics**

### **14.1 Durham**

The size and geography of Durham brings a certain nuance and the diverse topography influences inspection frequencies and treatment decisions. The council adheres to its duty of care obligations via a robust highway inspection procedure, regular bridge inspections, and effective repair policies for identified defects. Durham has ISO55001 certification, which ensures that a comprehensive governance framework underpins the management of assets throughout their lifecycle. This includes meticulous planning from acquisition to disposal, ensuring assets deliver optimal service. Durham particularly focuses on aligning asset management with broader strategic objectives, integrating lifecycle planning into every stage for maximised asset performance and value. Durham sees the climate emergency and adaptation as a high priority, noting the increasing rate of condition deterioration from the weather.

### **14.2 Gateshead**

Gateshead has a keen focus on performance management, with regular quarterly reviews being held. They advocate a risk-based approach to inspections have a dashboard for reporting to senior management. Their safety inspection regime is a critical component of their strategy for managing liabilities and risks. Gateshead has developed a resilient network in line with the principles set out in the Transport Resilience Review by the Department for Transport and climate change adaptation is moving up the agenda. Predictive modelling is used to develop preventative maintenance programs. For example, they are developing a risk-based system to prioritise gulley cleaning activities. Gateshead also has shared responsibility for major river crossings and for the central Gateshead Flyover.

### **14.3 Newcastle**

Newcastle is a busy urban authority with heavy footfall, especially in the city centre's shopping and employment centres. It shares responsibility for the upkeep of the iconic Tyne Bridge with Gateshead Council. Newcastle strategically plans investments, not only for immediate repairs but also for long-term improvements, ensuring a balance between day-to-day operational needs and future infrastructure resilience. Newcastle integrates sustainability into asset management, focusing on minimising environmental impacts. This approach includes adopting green solutions and resilient infrastructure to ensure sustainable development within the city's asset management plans.

### **14.4 North Tyneside**

North Tyneside has implemented a data-centric approach to asset management, emphasising the importance of accurate inventory and condition data. This strategy involves conducting detailed surveys and maintaining up-to-date asset management systems. The goal is to inform decision-making processes with precise data, ensuring the efficient and effective maintenance of assets. North Tyneside has a key objective to maximise funding opportunities. This includes horizon scanning for central government funding opportunities, local planning contributions, and completing self-assessment questionnaires to secure Department for Transport funding. They actively consult with local elected members, residents, and businesses to understand their views on highway maintenance priorities. By conducting bespoke surveys and utilising



feedback mechanisms, North Tyneside aligns its services with community expectations and priorities. The focus is on managing risks appropriately while effectively utilising available resources. There is also a strong emphasis on transparent governance and performance reporting in line with established systems. This principle involves informing staff of governance and performance systems and adhering to these systems while reporting progress against established benchmarks.

## **14.5 Northumberland**

Northumberland has a large rural network, making them especially reliant on network resilience as the impacts of climate change become increasingly noticeable.

Northumberland's aim for asset management is to provide a network that caters to all modes of transportation in a modern society, ensuring safety, reliability, resilience, and sustainability without compromising the needs of future users. This is supported by four key themes: network safety, network serviceability, network sustainability, and customer service. Northumberland have implemented *fixmystreet* for customer reporting and feedback.

## **14.6 South Tyneside**

South Tyneside has implemented a data-centric approach to asset management, emphasising the importance of accurate inventory and condition data. This strategy involves conducting detailed surveys and maintaining up-to-date asset management systems. The goal is to inform decision-making processes with precise data, ensuring the efficient and effective maintenance of assets. South Tyneside has a high proportion of concrete carriageways, which have a longer design life but higher unit costs for renewal compared to conventional asphalt surfacing.

## **14.7 Sunderland**

Sunderland City Council maintains and improves its highway network through a proactive and sustainable asset management approach. By using data-driven decision-making, innovative technologies, and efficient resource allocation, the city's roads, footpaths, and infrastructure remain safe, reliable, and fit for the future.

Our strategy prioritises preventative maintenance, value for money, and environmental sustainability to enhance connectivity and support economic growth across the city. Through continuous assessment and collaboration with stakeholders, we aim to deliver a high-quality transport network that meets the needs of residents, businesses, and visitors.'

## 15. Carriageway Condition (Regional Level)

Table 3-1 provides a summary of carriageway quantities, condition and budgets by hierarchy.

*Table 31 Average Condition for Footpaths*

Carriageway		Current Condition Banding					Average Annual Budget
Asset Sub-category	Quantity / km	Excellent %	Good %	Fair %	Poor %	Critical %	
A Roads / Principal	794	74.1	16.4	15.6	3.2	1.5	£ 3,640,260
B Roads	574	71.3	21.0	16.9	2.6	1.0	£ 3,094,222
C Roads	925	72.2	27.9	17.8	2.4	0.8	£ 2,329,160
Unclassified Roads	5039	32.5	12.6	26.9	12.9	8.4	£ 10,686,518
Concrete Bays	313	74.1	16.4	15.6	3.2	1.5	£ 200,000

In summary:

- Principal, A, B and C roads have attracted the highest proportion of funding in recent years and are generally in good condition with 70% classed as excellent.
- Unclassified/urban roads represent two-thirds of the network (by length) and are in a poor condition, with 45% classed as critical.
- Forward works plans seek to redress this balance by balancing investment onto the poorest condition unclassified locations with the higher volume routes.

At the overall regional level, it is evident that historical levels of funding have been insufficient for many years to offset asset decline. This prolonged lack of funding has stifled progress and increased whole-life costs.

A regional level lifecycle planning capability will benefit North East CA by demonstrating effective allocation of funding between the asset categories and providing evidence-based analysis to substantiate the Regional TAMP narrative and the case for future funding. However, this will require more consistent measures for asset condition, intervention triggers, treatment strategies between the seven local authorities. Strong stakeholder communication is required to manage the expectations of council members and constituency on where/why the constrained spend is being targeted.

## 16. Challenges and Recommendations

The process of creating this first Regional TAMP, as part of the formation of the North East CA, generated a rich body of knowledge and stimulated innovative thinking amongst the respective seven local authorities. It has also uncovered the key challenges and opportunities, which are summarised in Table 3-2 below.

*Table 32 Challenges, Opportunities and Recommendations*

Challenge / Opportunity	✓ Recommendations
There is uncertainty regarding funding allocation post-2027, owing to an unconfirmed CRSTS2 settlement. The North East CA's ability to plan for the longer-term could provide opportunities to maximise value to its communities.	<ul style="list-style-type: none"> <li>✓ Ensure highways maintenance funding allocations are baselined at their minimum current level.</li> <li>✓ Gather lessons from other UK combined authorities.</li> <li>✓ Ensure a fair distribution of any additional funding without penalizing historical investment or good asset management practices.</li> <li>✓ Define a future, integrated asset management operating model and RACI.</li> <li>✓ Single source / single view of asset information.</li> <li>✓ Fair and transparent financial planning processes.</li> </ul>
A regional level lifecycle planning capability will benefit North East CA by demonstrating effective allocation of funding between the asset categories and providing evidence-based analysis to substantiate the Regional TAMP narrative and the case for further funding. This will require more consistent measures for asset condition, intervention triggers, treatment strategies between the seven local authorities.	<ul style="list-style-type: none"> <li>✓ Seek to apply a consistent network hierarchy rule to asset management policy and decision making.</li> <li>✓ Agree lifecycle planning tools, process and associated modelling rules.</li> <li>✓ Deploy decision support tools for whole life costing and designing for maintenance.</li> <li>✓ Devise a common risk management framework and risk-based asset management approaches.</li> <li>✓ Deploy common approach to defect repair and works programming.</li> </ul>

	<ul style="list-style-type: none"> <li>✓ Align approaches towards regional active travel strategies.</li> </ul>
<p>Climate change impacts like increased flooding and deterioration due to freeze-thaw cycles necessitate additional costs for mitigation and adaptation, posing challenges for budget allocation.</p> <p>There is an opportunity to deploy decision-making tools and policies that also consider carbon impact to maximize funding allocation and support decarbonisation efforts.</p>	<ul style="list-style-type: none"> <li>✓ Baseline the regions highways maintenance carbon emissions footprint (ref. FHRG Guidance)</li> <li>✓ Consider any opportunities to develop regional-level severe weather and emergency response plans.</li> <li>✓ Facilitate a common approach to network resilience, climate change adaptation, environment and biodiversity.</li> </ul>



<p>The is a strong desire for coordinated cross-authority engagement and regular knowledge sharing forums.</p> <p>There are examples where single suppliers are selling the same products or service to multiple authorities separately and there may be potential for joint procurement opportunities across the region to drive further efficiency savings, e.g. like NEPO.</p>	<ul style="list-style-type: none"> <li>✓ Consolidate joint working forums to share knowledge and learn from experiences.</li> <li>✓ Make the Regional TAMP digitally accessible, consider opportunities for the provision of a 'knowledge hub' portal with online training.</li> <li>✓ Seek to explore opportunities for more joint procurement</li> <li>✓ Consider the development of an asset information strategy.</li> <li>✓ Consider trialing digital / technology to automate inspections and works planning.</li> <li>✓ Consider changing network infrastructure in approaches, e.g. CAV and EV</li> <li>✓ Develop an improvement roadmap, underpinned by performance management</li> </ul>
<p>Aging workforce and difficulty in attracting young talent raise concerns about internal capacity to deliver. Establishing succession plans and partnering with industry and academia can address skill shortages.</p>	<ul style="list-style-type: none"> <li>✓ Consider training opportunities and structured competency development.</li> <li>✓ Undertake succession planning</li> <li>✓ Explore opportunities for degree apprenticeship programmes</li> </ul>
<p>Traditional approaches to the allocation of funding for the refurbishment of <i>critical infrastructure</i> are economically sub-optimal. Short term funding cycles can lead to deferred investment year on year, especially when budgets are constrained.</p>	<ul style="list-style-type: none"> <li>✓ Agree criteria and identify list of critical infrastructure.</li> <li>✓ Develop dedicated asset management plans with maintenance regimes and investment profiles based on lowest whole-life cost principles.</li> <li>✓ Secure ringfenced funding and seek opportunities to leverage further funding for critical infrastructure from central government.</li> </ul>

There is already a well-established foundation of good practices across the region to build upon and to address the 'quick win' recommendations suggested above. The other longer term or ongoing improvement activities will collectively enhance performance, optimise whole-life costs, manage risks effectively, and deliver a network that meets today's needs while preparing for tomorrow's challenges.

## **17. Funding**

### **17.1 What is Changing?**

The North East local authorities follow a similar format when determining how to best invest finite resources with increasing intervention needs. They begin with spelling out the policy objectives that they seek to support, they then set performance-based standards which they aspire to achieve within the realms of available resources. With a variety of condition survey information, they balance spend on reactive maintenance versus planned investment for each asset class and blend expertise with decision support tools to predict the longer-term performance and investment needs. This process involves the elected members of the respective organisations with performance usually being reported at a Cabinet level on an annual basis.

Historically, highway capital funding has been allocated centrally by DfT on a formula basis, with additional funding in the form of incentive funds, pothole funding and previous challenge funding provided to Local authorities. More recently, additional funding from the cancellation of HS2 future phases has also been allocated on a formula basis.

However, the conclusion reached by the majority of local authorities is that the available funding significantly underestimates need, to such an extent that they have chosen to use their own scarce resources to try and mitigate part of the shortfall and offset the rate of decline in asset condition.

With the formation of the North East CA, the way in which highways maintenance funding is allocated is changing, with all maintenance funding provided to North East CA via the City Region Sustainable Transport Settlement (CRSTS). CRSTS funding guidance states that decisions pertaining to the allocation and investment of the CRSTS will be taken by the new Mayor and North East CA in line with its agreed governance arrangements, ensuring that each member will receive appropriate Highways Maintenance, Integrated Transport Block and Potholes funding.

Until 2027 funding levels, as identified in this Regional TAMP, are to remain in accordance with the existing formula. Beyond 2027, the Mayor and North East CA will have access to a further round of funding through CRSTS, of which transport and highways will only be part. The details of such a settlement are yet to be agreed and this presents both threats and opportunities to the level of funding that may be available in future.

The ability to demonstrate performance and added value across a range of services that North East CA will deliver, may impact on future funding levels provided to the region. It is therefore more important than ever that this Regional TAMP and the underpinning works programme continue to reach a high benchmark, in terms of maximising value of highway funding for the road users and communities.

Currently, the seven local authorities already share best practice and operate in a similar fashion, the Regional TAMP therefore builds on this work, seeking to combine and enhance good practice with no radical changes to how works are planned and delivered.

## 17.2 CRSTS Funding

To proactively prepare for devolution, the seven North East local authorities collaborated on a series of workstreams. With the Department for Transport placing all local highway maintenance funding under the responsibility of the newly formed North East CA, the timely production of a Regional TAMP became central to these preparations, in order to articulate how funding for highways would be allocated to local authorities and to explore opportunities for greater collaboration. This Regional TAMP builds upon the existing individual asset management plans of the seven local authorities and brings in the new perspective of operating under the North East CA. This Regional TAMP therefore provides a single consolidated asset management plan for the seven local authorities, describing how good asset management practice is applied and effective decisions are made in the apportionment of the CRSTS settlement

Proposals for CRSTS must account for the effective management and maintenance of highways assets and meet the obligations of existing funds, ensuring that each of the seven Highways Authorities in the region receive appropriate funding for roads maintenance.

The funding streams placed under North East CA responsibility, and therefore in scope of this Regional TAMP are:

- Regional Highway Maintenance,
- Pothole Funding, and
- Integrated Transport Block (ITB).

The level of highway maintenance funding within the CRSTS settlement is currently allocated in accordance with DfT formula and totals approximately £332 million for the period from 2022/23 through to 2026/27, equating to an annual total of approximately £66.3 million across the region.

*Table 41 Breakdown of Annual CRSTS Funding*

	ITB	Potholes	Needs Element	Incentive Element	Total
<b>Durham</b>	£ 2,748,094	£ 6,596,000	£ 6,596,000	£ 1,649,000	<b>£ 17,589,094</b>
<b>Gateshead</b>	£ 1,197,136	£ 1,520,000	£ 1,520,000	£ 380,000	<b>£ 4,617,136</b>
<b>Newcastle</b>	£ 1,484,579	£ 1,506,000	£ 1,506,000	£ 377,000	<b>£ 4,873,579</b>
<b>North Tyneside</b>	£ 954,603	£ 1,253,000	£ 1,253,000	£ 313,000	<b>£ 3,773,603</b>
<b>Northumberland</b>	£ 1,645,624	£ 9,680,000	£ 9,680,000	£ 2,420,000	<b>£ 23,425,624</b>



<b>South Tyneside</b>	£ 728,164	£ 859,000	£ 859,000	£ 215,000	<b>£ 2,661,164</b>
<b>Sunderland</b>	£ 1,446,518	£ 1,835,000	£ 1,835,000	£ 459,000	<b>£ 5,575,518</b>
<b>Topslice/Nexus</b>	£ 3,852,282				<b>£ 3,852,282</b>
<b>TOTAL</b>	<b>£ 14,057,000</b>	<b>£ 23,249,000</b>	<b>£ 23,249,000</b>	<b>£ 5,813,000</b>	<b>£ 66,368,000</b>

The total consolidated amounts received by each respective local authority, is summarised in Table 4-1. The budget and the allocation of funds will remain consistent for the entirety of the CRSTS 1 period – to March 2027.

Beyond March 2027, the North East CA must determine the level of funding allocated for highway maintenance drawn from future CRSTS awards. This TAMP recommends that, subsequent iterations hold consistent to the approach outlined above baselining funding to DfT formula allocations at a minimum.

Beyond this baselined allocation future iterations of the Regional TAMP should seek to demonstrate a commitment to good practice asset management principles and substantiate any business cases for additional funding. A fair and transparent mechanism for budgeting and allocation beyond minimum agreed allocations will be developed and agreed as the North East CA evolves.

Moving forward, North East CA will apply fair and transparent governance rules to distribute future funding amongst those local authorities.

In terms of cost-benefit, it is generally more cost effective to intervene little-and-often and preserve assets in a better steady state condition than wait until assets have reached a critical/failed condition.

Incentive Funding has previously been awarded by the DfT on a sliding scale, based on each local authority's self-assessed level of asset management maturity. The seven local authorities demonstrate their commitment to highway asset management via several means, including:

- Providing informative asset management updates to Members and staff via appropriate briefings.
- Briefing notes to Cabinet Members and senior leadership on progress, feedback and approvals.
- Delivering presentations to keep elected Members and staff informed of relevant changes to working practices and to ensure a consistent approach to highway asset management.
- Reports to ensure future plans are up to date with changes being introduced by the DfT

### 17.3 Supplementary CRSTS Funding

Through the course of the production of this Regional TAMP, both the qualitative input from local authorities and the underpinning asset data have demonstrated that there is a need to utilise the flexibility provided by CRSTS to re-balance funding to ensure it is appropriately allocated where there is defined need.

It was agreed at the July 2024 Cabinet to supplement the £66.3m per annum of existing funding for highways maintenance with a further £4.76m per annum over the next three financial years, totalling £14.28m.

The means by which allocations are calculated were based on the existing DfT Highways Maintenance Block formula, which takes into account road length and the number of bridges and street lighting columns that each authority is responsible for maintaining, this has been applied consistently over the six authorities with access to CRSTS resulting in an allocation per annum over the three years of the programme. Financial allocations of the supplementary £14.28m funding by local authority are provided in Table 4-2 below.

*Table 42 Supplementary CRSTS Funding*

	2024/25	2025/26	2026/27	Total
<b>Gateshead</b>	£0.435m	£0.435m	£0.435m	<b>£1.305m</b>
<b>Newcastle</b>	£0.431m	£0.431m	£0.431m	<b>£1.293m</b>
<b>North Tyneside</b>	£0.358m	£0.358m	£0.358m	<b>£1.074m</b>
<b>Northumberland</b>	£2.768m	£2.768m	£2.768m	<b>£8.304m</b>
<b>South Tyneside</b>	£0.246m	£0.246m	£0.246m	<b>£0.738m</b>
<b>Sunderland</b>	£0.525m	£0.525m	£0.525m	<b>£1.575m</b>
<b>TOTAL</b>	<b>£4.763m</b>	<b>£4.763m</b>	<b>£4.763m</b>	<b>£14.289m</b>

### 17.4 Non-CRSTS Funding

The seven North East local authorities are working efficiently and effectively with the levels of funding and resources made available to them. However, both individually and at the overall regional level, it is evident that historical levels of investment have been insufficient for many years and the network condition is in a state of managed decline. This prolonged lack of funding has stifled progress and increased whole-life costs.

Individual local authorities have been compelled to raise additional funding outside of CRSTS to slow down deterioration and keep the network safe and serviceable for long as possible

within the budget available. Each local authority is in a different position with regards to borrowing. The situation is complex and fluid, but a snapshot summary is provided in Table 4-3 below. Some local authorities, for example, are repaying loans and interest out of their revenue budgets for prudential borrowing arranged several years ago.

*Table 43 Non CRSTS Funding*

Council	Year	Additional Funding
Durham	2020 - 2025	£64.43M
Gateshead	2022/23	£2.225M
	2023/24 and 2024/25	£2.725M
Newcastle	2004 - 2015	£31M
North Tyneside	2014 - 2024	£20M
Northumberland	2024/25	£7M
South Tyneside	Yearly	£2M
Sunderland	2019 - 2022	£12.75M
	2023-2027	£5M per annum for bridges is funded from outside CRSTS
	2023 - 2027	£8M prudential borrowing

## 17.5 Redirected HS2 Funding

During the development of this Regional TAMP, the government announced £8.3 billion of redirected HS2 funds for road resurfacing and wider maintenance activity on the local highway network.

This funding will be distributed based on a DfT formula to the local authorities and is outside the scope of this Regional TAMP. Following the establishment of the North East CA, future funding will be allocated to the North East CA and a separate mechanism for access to this funding through the DfT will be required. A summary of the allocations is summarised in Table 4-4 below.

*Table 44 Redirected HS2 Funding*

	Inegrated Transport Block	Current baseline allocation per year (HMB + Pothole Fund)	2023-24 additional funding	2024-25 additional funding
<b>Durham</b>	£ 2,748,094	£ 14,841,000	£ 1,886,000	£ 1,886,000
<b>Gateshead</b>	£ 1,197,136	£ 3,420,000	£ 435,000	£ 435,000
<b>Newcastle</b>	£ 1,484,579	£ 3,389,000	£ 431,000	£ 431,000
<b>North Tyneside</b>	£ 954,603	£ 2,819,000	£ 358,000	£ 358,000
<b>Northumberland</b>	£ 1,645,624	£ 21,780,000	£ 2,768,000	£ 2,768,000
<b>South Tyneside</b>	£ 728,164	£ 1,933,000	£ 246,000	£ 246,000
<b>Sunderland</b>	£ 1,446,518	£ 4,129,000	£ 525,000	£ 525,000

This additional funding is significant and welcomed by the seven local authorities. It will go some way towards mitigating the increasing costs incurred from climate change adaptation and decarbonisation but, overall, it will not reverse the year-on-year increase in maintenance backlog. It should also be noted that this funding was announced by the predecessor Government, beyond 2024/2025 further allocations for uplifted highways maintenance are subject to review by the Secretary of State for Transport with an update likely to be provided at the forthcoming 2025 Spending Review.

## 17.6 December 2024 Uplift

A £21.7M regional allocation was announced as part of the national highways maintenance uplift in December 2024. This will be paid directly to the North East CA. The funding will be dissected to the lower tier of authority via the DfT highways maintenance formula which takes into account road length, number of bridges, number of street lighting columns in the area. This is an uplift on the baseline highways maintenance funding which is included within the CRSTS settlement. By continuing to utilise the formula, local authorities will be further able to continue to fulfil their statutory obligations.

Table 4-5, sets out the formula allocation of the regional £21.7m award at the local authority level:



*Table 44 December 2024 HM Funding Uplift*

	HM Proportion	Uplift
<b>Durham</b>	0.283712	<b>£6,166,207.11</b>
<b>Gateshead</b>	0.065379	<b>£1,420,957.37</b>
<b>Newcastle</b>	0.064787	<b>£1,408,077.35</b>
<b>North Tyneside</b>	0.05389	<b>£1,171,251.12</b>
<b>Northumberland</b>	0.416364	<b>£9,049,254.83</b>
<b>South Tyneside</b>	0.036953	<b>£803,131.75</b>
<b>Sunderland</b>	0.078914	<b>£1,715,120.47</b>
<b>TOTAL</b>	1.000000	<b>£21,734,000.00</b>

## 18. Asset Management Best Practice

Asset management methodologies within the North East are consistent with the Well-managed Highway Infrastructure Code of Practice, but details can differ between the local authorities. The approaches described in the section are examples of a good approach but there isn't a one-size-fits-all across North East CA.

### 18.1 Carriageways

Potholes are a symptom of long-term underfunding of planned maintenance and are typically 'front and centre' in customers' perceptions of the highway network. Repair of potholes and other carriageway defects arising from poorer asset condition across the network are generally addressed through revenue funding. Revenue funding also covers routine and cyclical maintenance and there are examples of local authorities needing to supplement revenue with capital resources. This is not deemed a long-term solution for the ongoing management of reactive repairs. The situation could spiral, for example, inadequate revenue funding for drainage maintenance means carriageways become further affected by more surface water and lead to accelerated deterioration.

Increasing capital spend will reduce the reactive spend overall, by improving the overall condition of the carriageway and reducing propensity for potholes to occur. In turn, the network becomes more resilient and whole-life costs reduce.

Carriageway condition assessments are made up from different source data sets and vary by local authority. Typical examples as described in Table 5-1 below.

*Table 5-1 Typical Carriageway Condition Assessment Types*

Type of Survey	Carriageways Surveyed	Coverage
<b>Coarse Visual Inspection</b>	Unclassified Roads, flexible	25 - 33% per year
<b>Detailed Visual Inspection</b>	Unclassified Roads, concrete	0 - 33% per year
<b>SCANNER (machine measurement)</b>	A (Both directions), B and C	100% A, 50% B and C per year
<b>SCRIM (skid resistance deficiency)</b>	A, B and C	100% per year

These provide a combination of machine and visual based survey methodologies and have different survey cycles which vary depending on the survey type and road classification. Inspections are to be carried out by accredited inspectors and in accordance with the guidance contained within the Well-managed Highway Infrastructure, a Code of Practice.

Condition data is uploaded into the respective inventory databases. Accurate asset data is essential to asset management decision-making processes and is a focus area for continuous improvement.

Some sections of the carriageway are concrete, which has a longer design life than conventional asphalt surfacing but is more expensive to renew. Local authorities with higher proportions set aside a dedicated budget for concrete roads. There are emerging new low carbon aggregates becoming available for concrete roads that will be considered once proven to be commercially viable. There are a range of different treatments that are in use in various combinations on different parts of the network to provide the required levels of performance.

Treatment types are applied based on carriageway construction type and condition. The list of treatments for the carriageway network is detailed in Table 5.2. Treatment triggers and selection vary depending on the local factors such as traffic flow (i.e. rural/urban).

*Table 52 Carriageway Treatments*

Treatment Name	Surface / Pavement Type	Description
Surface Treatment	Bituminous	Halts the deterioration of highway showing the signs of surface failure only, e.g. surface dressing
Resurface and Repair		Halts the deterioration of highway that are starting to show the signs of structural failure before they get to the stage requiring reconstruction, e.g. 40mm resurfacing with some structural/shape patching
Partial Depth Reconstruct		To halt the deterioration of a carriageway that is showing signs of structural failure, e.g. 100mm inlay of the asphalt layers
Full Depth Reconstruct		Fully restores the condition of the highway that is showing serious signs of structural failure, e.g. 200mm inlay of the asphalt layers
Bay Replacement	Concrete Surface	Bay replacement for concrete surface
Surface Treatment (Concrete)	Concrete Overlayed with Asphalt	40mm resurface for overlayed concrete surface with 25% joint sealing

Wherever practicable, a data-driven approach is adopted, and lifecycle decision support tools are deployed to support works programme development. The accuracy of the underlying deterioration modelling is dependent upon on the quality and coverage of asset data available. The data required includes asset attribute information, along with type, severity and extent of defects on the carriageway; for example, rutting, cracking, longitudinal profile variance, texture, and skid resistance.

The decision support tools use defined rules sets that trigger “treatments”, i.e. renewal schemes. These rulesets are aligned to established industry standards but can also be configured to reflect more accurately the specific characteristics of any given network. The choice of treatment recommended by the decision support tool depends upon several factors including location/hierarchy, surface type, asset/intervention life expectancy and unit costs. The total sum of renewal needs determines the amount of investment needed for future years or ‘whole life’ of the asset. In turn, condition profiles can then be established and compared to apprise alternative investment scenarios and substantiate the case for investment.

The condition parameters for SCANNER surveys are grouped into surface condition parameters and indicative structural parameters. Surface parameters have been used as triggers within the modelling for surface treatments, such as micro asphalt, or 40 mm inlay for the principal and classified roads. Structural treatments, such as deep resurfacing (100 mm) treatments are triggered using a combination of structural condition parameters, such as rutting, longitudinal profile variance and wheel track cracking. This lifecycle analysis provides an initial works programme which is subsequently validated and refined via site surveys and engineering knowledge of the local highway network.

In general, schemes on principal roads are prioritised initially using skid resistance information, local engineering knowledge and Councillor input. This list is then re-prioritised following an on-site risk assessment, which is undertaken based on the factors set out in advice note HD28/04 including accident history information. Additional schemes are added to the list based on carriageway condition assessed by the SCANNER and CVI methods. These are then prioritised using an effectiveness ratio of percentage of area in need of treatment against the area to be treated together with traffic figures, accident data usage and synergy with other highway works. There are variances to this scheme selection approach for some of the local authorities, but all of which are equally valid and aligned to recognised industry good practice.

A new national road condition data specification (PAS 2161:2024) was published in November 2024, opening the supply chain to more innovative survey techniques. Local authorities now have the autonomy to use alternative systems, as long as the outputs can be correlated back to the traditional SCANNER surveys. The seven local authorities are already considering whether traditional methods can be replaced or supplemented. There are now more advanced digital systems that do not require specialist surveying vehicles and can incorporate telematics, machine learning and artificial intelligence technologies to reduce the cost and carbon footprint of inspection processes. There are various procured services and trials being undertaken across the region, using a range of vendors.

Selected schemes are then costed, prioritised and the overall annual works programme is constrained to available budget. Customer complaints and Council Member enquiries are



considered within this process. Ancillary carriageway assets, such as kerb and road markings, are replaced on an opportunity basis or when life expired.

The finalised priority scheme selection is determined by the portfolio asset steward for the one year works programme, to meet the available budget. A provisional list of prioritised schemes for years 2 and 3 are produced forming a 3-year rolling programme based on anticipated future budgets. The finalised programme is then produced for sign off by Cabinet.

For the concrete pavement, a bespoke DVI defect condition “Critical Defects” has been considered for triggering the Bay Replacement Treatment. Defects are measured per Bay and then scored as “Critical Defect Score”, the higher the presence of defects per bay, the higher the score. For the overlaid concrete carriageway, the presence of transverse and longitudinal cracking is considered to trigger the treatment for resurfacing the carriageway.

### **18.3 Footways**

Footways are critical assets supporting access and public mobility. Securing continuous improvement in the safety and serviceability of footways is necessary to encourage active travel. Well-maintained footways aid social inclusion, particularly improving accessibility for vulnerable people and support Local Cycling and Walking Infrastructure Plans (LCWIP).

Footway data is not fully covered across the region, particularly for asset condition. Inspection data is uploaded into the respective works management systems and in accordance with the footway hierarchy. The quantity of defects per route kilometre of footway is calculated to provide a length weighted defect count and this generates the condition indices. An overall condition score is calculated, based on condition index, hierarchy weighting factor and defect severity. This score is then used to identify locations benefiting from footway renewal schemes. Engineering judgement is used to finalise the programme, taking into account local knowledge, complaints information and members requests.

Local factors such as the proximity of schools or other establishments attracting higher than normal numbers of pedestrians to the area are also taken into account. Prioritisation may also be dynamic, for example, due to seasonality or sporting events. The final programme is typically issued to Cabinet for signoff.

### **18.4 Drainage**

Lifecycle planning for drainage assets is hampered by limited knowledge of the asset. Existing inventory data, particularly for below ground piped drainage systems, is unreliable or unavailable, and gathering of condition data for these systems is expensive and time consuming. Furthermore, deterioration rates and asset lifecycles are generally unpredictable, particularly for piped drainage systems.

Cyclical gully cleansing is a key element of the carriageway drainage strategy, specific measures will include:

- Collecting the necessary additional data to improve efficiency in the planning and management of cyclical gully cleansing, including ad hoc visits.
- Collecting information about gully condition during cyclical cleansing to inform predictions of deterioration and longer-term maintenance planning.

The seven local authorities are recording all flooding events that impact on the highway asset and using the information to further develop the risk-based approach to drainage maintenance and surface water management.

Most drainage works are reactive, driven by public requests, incidents or known reoccurring site-specific issues. Drainage replacements are rarely undertaken in isolation and tend to be done as part of a wider roads scheme.

There has been insufficient funding available for drainage assets over the years and this may have a knock-on effect to the deterioration the other assets and performance of the network overall. Additional funding is required to mitigate the increasing severity and frequency of extreme weather events. Poor condition drainage impacts on operational safety in terms of surface water, flooding and landslips. It is acknowledged by all asset management practitioners throughout the region that drainage is becoming increasingly critical to manage water levels and to sustain network resilience.

There are ongoing initiatives and technology trials within the region aimed at driving efficiencies into drainage asset data collection. For example, there is a trial of a system using sensors and a database to prioritise gully maintenance. As information availability and reliability improves, it will be possible to develop a more structured approach to long term planning and works programming.

## **18.5 Structures**

Highway Authorities have a statutory duty under the Highways Act 1980 to maintain all bridges and highway structures which includes retaining walls, subways and culverts, to ensure they are fit for purpose and safe for use, as set out in 'Well Managed Highway Infrastructure – A Code of Practice' (2016), which is endorsed by the DfT. This duty is fulfilled by a programme of inspections, assessment, maintenance and strengthening.

Structures assets present several maintenance challenges. Not just in terms of cost, but also the implications on the network if a structure has a weight restriction applied or for example, if a bridge has to be closed.

Structures schemes are prioritised on maintaining a resilient network, target levels of service and minimising disruption for customers across the network.

The condition of the structures is derived using the inspection information available for each structures element and deteriorated using a standard model used nationally to calculate asset valuations. The model is fully dependent on having up-to-date inspection records to calculate the Bridge Condition Index (BCI) that is recognised as a means of calculating condition of structures. The BCI Procedures are recommended as good practice by the County Surveyors Society Bridge Group and the Code of Practice for Highway Structure Management and is a numerical value evaluated using the Bridge Condition Score (BCS) from general and principal inspections.

Section 328(2) of the Highways Act 1980 states; Where a highway passes over a bridge or through a tunnel, that bridge or tunnel is to be taken for the purposes of this act to be a part of the highway. The definition of bridge does not include a culvert but means a bridge or viaduct which is part of the highway and includes the abutments and any other part of a bridge. If the highway is in a cutting, the local authority must maintain the sides of the cutting; similarly, if

retaining walls flank a highway those walls are also likely to be maintainable by the local authorities, whether or not the abutments and walls are vested with the local authority.

Most of the seven local authorities use their own computerised bridge maintenance management system to assist in the inspection and works delivery for highway structures. A range of inspections and assessments are deployed, including:

- General inspections are visual condition records of representative parts of the highway structure that are visible from ground level.
- Principal inspections are close examinations of all parts of the highway structure and may include limited testing.
- Assessments and Structural Reviews to ensure that bridges and highway structures are capable of withstanding-imposed loading from highway traffic.
- Safety inspections are an examination of the condition of a particular element of a highway structure arising from information received of a highway structure being damaged or unsafe.
- A special inspection is a detailed examination of a particular element of a highway structure arising from specific circumstances, e.g. post-tensioned structures.
- Monitoring is an observation or measurement repeated periodically or continuously over time set up by the bridges / structures manager.
- Routine surveillance is a cursory inspection of a highway structure to identify obvious defects.

All highway structures (except retaining structures for some local authorities) receive a general inspection every two years and a principal inspection at an interval determined using a risk assessment. This is usually not longer than every six years.

To ensure the general duty of care to the public, those structures identified as significant property retaining walls adjacent to the highway or highway retaining walls outside of the highway boundary should receive routine surveillance. Additionally, those retaining structures associated with other highways, should receive routine surveillance.

Inspections which were not completed are justified through a risk assessment process. A safety inspection is always undertaken following a routine surveillance report or after information has been received which indicates a highway structure is damaged or unsafe.

Prior to undertaking a general or principal inspection, the suitably qualified bridge inspector will undertake all preparatory considerations related to safety and the environment in accordance with the inspection manual for highway structures. On completion, the captured data from the inspections is added to the computerised data base.

## 19. Street Lighting

The term “street lighting” encompasses all illuminated assets on the adopted highway including street lights, signs, bollards and other illuminated street furniture. Under the Highway Act 1980 Section 97, the seven local authorities have the power but not the duty to

provide street lighting, however, if street lighting is provided, it must be maintained. Where street lighting is provided on the adopted highway, under Section 41 of the same act the seven local authorities are required to keep it in a safe condition.

The streetlighting portfolio has recently undergone a lamp replacement, utilising LED technology, which will save costs and support Net Zero targets.

The inventory increases each year as new developments are adopted and structural condition of older columns across the region is a matter of concern. In recent years, some of the seven local authorities have invested in lantern replacement programmes, saving cost and carbon, and installation of central management systems allowing better control of street lights. Central management systems also bring additional benefits in terms of improved fault detection.

The seven local authorities carry out periodic electrical testing years in accordance with the Electricity at work regulations 1989 and BS 7671:2008 Requirements for electrical Installations Guidance Note 3 Inspection and Testing. The seven local authorities also ensure that regular structural testing is carried out in accordance with the Institute of Lighting Professionals Technical Report 22. Columns are selected on a risk-based approach.

Sunderland, North Tyneside, Newcastle and South Tyneside have long term PFIs for the management of street lighting and signage, which have upgraded the assets and reduced energy consumption. When the concessions end, the associated maintenance funding will be reallocated through North East CA.

## 20. Traffic Signals

The short-term approach to traffic signal maintenance is to maintain steady state condition, with ongoing preventive maintenance treatments to extend asset life and retain operational performance. Traffic signals are managed centrally by the Regional Traffic Signals group agreement, under Newcastle City Council. Traffic signals have a short lifespan meaning requiring upgrading and maintenance regularly, there is currently a lack of funding to facilitate a comprehensive maintenance and upgrade programme.

Periodic inspections are undertaken annually on all assets to assess the overall condition and a full electrical inspection is carried out every 5 years. The asset management system for Traffic Signals (IMTRAC) hosts all inventory, inspection, and condition information. IMTRAC is linked to the inspections via mobile devices, which is updated automatically as inventory items are updated when jobs and fault repairs are completed. IMTRAC also sends out fault repairs to engineers, tracks the response times and updates the completion status. The key performance indicator (KPI) for traffic signals is based on the percentage of faults repaired within the 4-hour response time, which is auto calculated within the system on a monthly basis. IMTRAC also calculates the power draw automatically, which was previously based on an estimated usage.

Planned maintenance schemes are prioritised using the following criteria:

- **Scheme Selection:** The majority of the proposed maintenance schemes emanate from inspection reports, which are collected throughout the year and recorded on the database.



- **Scheme Validation:** Many of the schemes are put forward due to the obsolescence of the existing equipment, however at present the need for works far outstrips the available budget, so the schemes are ranked on a worst first basis.
- **Provisional Programme of Works:** Should sufficient funding become available the works programme will take into account the type and age of equipment in order to reduce the need for maintenance.

## 21. Street Furniture

A well designed and managed highway environment generates benefits for residents, businesses, and visitors to the North East region. Road markings, signs and street furniture have a significant presence within this environment and appropriate design and maintenance of these assets is required to offer a safe and attractive public realm to road users.

The seven local authorities are responsible for a number of different street furniture categories. The information available varies depending on importance and, in some instances, inventory and condition data are unknown. In future iterations of this Regional TAMP, street furniture lifecycle plans will be developed, prioritising efforts on highest risk assets/locations.

Funding allocation for vehicle restraint systems (VRS) is prioritised based on asset management importance compared to other street furniture assets. This is based on a risk-based approach at key locations with prioritised assessment criteria applied, in accordance with the Code of Practice.

New street refurbishments and improvement schemes often upgrade or introduced new street furniture assets that need to be included in the asset register and associated maintenance management systems.

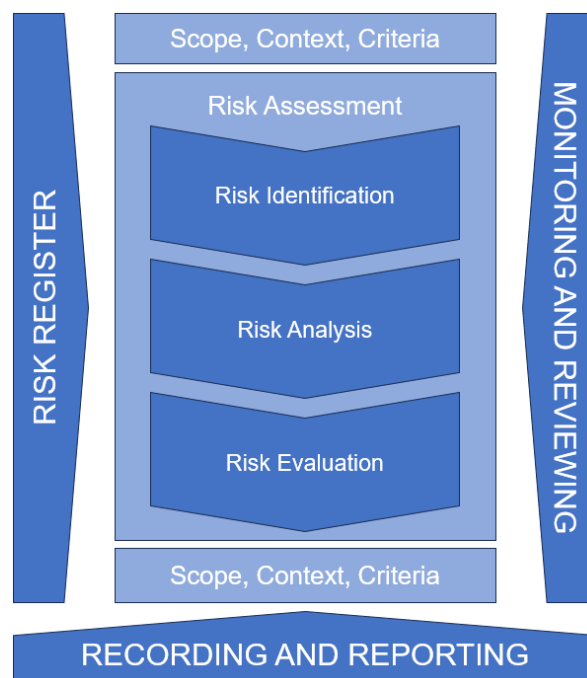
The ongoing plan for street furniture is to capture sufficient data in line with the code of practice and take opportunities to simplify signs and other street furniture. Removal of redundant items will also be considered when planning highway infrastructure maintenance activities.

## 22. Programme Development

### 22.1 Risk Management

Risk is defined by the international standard for asset management (ISO55000), as the *uncertainty over achieving the organisations objectives*. So, in the context of the seven local authorities, this applies to several features including: incidents, decision making, operational safety, asset condition, resourcing, stakeholder perceptions and organisational reputation, complaints, works delivery, financial and contractual management, the environment, contingency planning and network resilience.

The seven local authorities are each committed to the adoption of risk-based approaches to asset management, as advocated by ISO55000, the Highway Infrastructure Asset Management Guidance (HIAMG) Part C and Well-managed Highway Infrastructure (WMHI) section A5. This approach ensures that risk management processes are seamlessly integrated into overall asset management. Each local authority deploys its specific risk management approach, in accordance with their own priorities and appetite and tolerances. Their risk management frameworks all align to the principles and guidelines of ISO31000: Risk management, as illustrated in Figure 6-1 opposite.



*Figure 61 Risk Management Framework*

Surveys and inspections are the starting point for managing risk. Local authority specific approaches are summarised below:

- **Durham:** From Durham's Transport Asset Management Plan, the emphasis is on risks associated with rural road networks, including issues arising from agricultural traffic and remote areas. Prioritisation in Durham is aligned with rural road safety and accessibility, ensuring that the most critical routes are maintained for emergency and community services.
- **Gateshead:** Gateshead's approach, detailed in their Highway Asset Management Framework, includes risks associated with urban traffic congestion and the impact on road infrastructure. They apply a risk matrix to categorise risks, based on likelihood and impact.
- **Newcastle:** Newcastle have detailed their approach to risk as part of their authority level Transport Asset Management Plan to inform resource planning and budget allocation.
- **North Tyneside:** As set out in their HAMP, North Tyneside's approach to risk management is largely in line with national codes of practice. Reactive repairs are identified by means of dynamic risk assessments undertaken during street inspections. Larger planned works are also prioritised using a risk-based approach.
- **Northumberland:** With a significant proportion of rural area, Northumberland's strategy includes managing risks associated with remote road networks and agricultural traffic. Prioritisation is aligned with road usage, safety and accessibility,

ensuring that the most critical routes are maintained for emergency and community services.

- **South Tyneside:** As set out in their HAMP, South Tyneside's approach to risk management is largely in line with national codes of practice. Reactive repairs are identified by means of dynamic risk assessments undertaken during street inspections. Larger planned works are also prioritised using a risk-based approach.
- **Sunderland:** Sunderland's strategy, as per their Carriageway Lifecycle Plan, focuses on identifying risks associated with carriageway conditions. This includes monitoring surface deterioration and potential hazards to road users. Sunderland utilises a risk matrix to categorise risks based on their likelihood and impact, aiding in prioritising responses.

## 22.2 Risk-based Approach.

Specific approaches vary but in general, all seven local authorities conduct planned cyclical inspections and maintenance to manage asset deterioration. Various data-driven and analytical tools are deployed to inform the respective maintenance scheduling, aligning with the principles of intelligence-led maintenance planning. These approaches focus on using condition assessments, deterioration modelling and customer/Member feedback to prioritise maintenance activities.

Inspection regimes are applied systematically and consistently, and a standardised comprehensive recording system based on the inventory is adopted so that the risk assessment procedure is clear and transparent. The network hierarchy reflects the needs, priorities, strategic importance and use of each road in the network. The hierarchy is regularly reviewed to reflect changes in street characteristics and use. The network hierarchy informs the frequency and method of safety inspection and is also used as a weighting factor to inform response times.

The risk-based approach uses defect clusters (likelihood) and network criticality (consequence) to inform the prioritisation of planned maintenance works. The aim is to migrate from reactive to preventive maintenance (and predictive analytics) wherever practicable, to reduce costs and disruption. Lifecycle plans are developed for the different asset types, aiming to understand the impacts of climate change on future maintenance regimes and integrate risk-based practices into inspection and repair policies.

Contingency and response plans are established for responding to emergencies like flooding or severe weather events, ensuring quick and efficient action to minimise impact.

## 22.3 Hierarchy and Prioritisation

Table 6-1 below details the factors for determining hierarchy for carriageway, footway and cycleway hierarchies. This sets the prioritisation criteria for response times, inspection frequencies and renewal works programming.

*Table 61 Factors for Determining Hierarchy*

Factor	Feature
Road classification	Strategic routes, road classification (A, B, C, unclassified), resilient network
Traffic use	Speed limits, heavy goods vehicle generators, seasonal events, bus routes
Characteristics of street and adjoining network	Schools, shops, hospitals, fire stations, airports, national sporting events, sport stadia, business areas/estates, transport hubs
Wider policy or operational considerations	Enquiries and complaints data

The frequency of cyclic inspections is based on the functionality (or usage) of the highway and the hierarchy. One size does not fit all across the region and site specific factors may merit a decision to temporarily or permanently increase or reduce the frequency in a specific location (for example a new school or health centre).

## 22.4 Inspections

Road hierarchy is identified in the Code of Practice but each individual local authority determines which category each individual length is assigned to. Each of the seven local authorities then specify their own highway safety inspection frequencies accordingly. Where frequencies are more frequent than annual, these will be carried out at approximately even intervals throughout the year, except where local circumstances indicate otherwise. On occasions there may be unforeseen events, such as severe weather, which affect the frequency or scheduling of inspections. During the inspection, defects which are identified are recorded and processed for repair.

Highway inspectors and claims officers are trained with a suitable accredited highway safety inspection qualification, for entry on the IHE National Register of Highway Inspectors.

The following Tables show examples of the inspection hierarchy category for carriageways, cycleways and footways.



*Table 62 Inspection Categories, Carriageways*

Category	Feature	Type	Description
<b>CW1</b>	Carriageway	Motorway and trunk	Part of England's Strategic Route Network, inspected by National Highways
<b>CW2</b>	Carriageway	Strategic route	Main high-volume, high-speed routes
<b>CW3a</b>	Carriageway	Main distributor	Other main radial routes
<b>CW3b</b>	Carriageway	Secondary distributor	Other classified roads and unclassified bus routes
<b>CW4a</b>	Carriageway	Link road	Other roads providing connection between areas and routes through an area
<b>CW4b</b>	Carriageway	Local access road	All other roads - housing estate roads and minor rural routes

*Table 63 Inspection Categories, Cycleways*

Category	Feature	Type	Description
<b>CP1</b>	Cycleway/ cycle path	Cycleway	Part of a carriageway
<b>CP2</b>	Cycleway/ cycle path	Cycleway	Shared cycle/footway
<b>CP3</b>	Cycleway	Cycle route not part of a footpath or carriageway	Cycleway

*Table 64 Inspection Categories, Footways*

Category	Feature	Type	Description
<b>FW1a</b>	Footway/ footpath	Prestige walking zones	e.g. Northumberland Street
<b>FW1</b>	Footway/ footpath	Primary walking routes	Main pedestrian routes in city and town centre
<b>FW2</b>	Footway/ footpath	Secondary walking routes	Main pedestrian routes in local shopping centres, schools
<b>FW3</b>	Footway/ footpath	Link footways	Other footways alongside roads with carriageway categories 2, 3a, 3b and 4a
<b>FW4</b>	Footway/ footpath	Local access footways	Footways alongside local access roads and footpaths within estates

Footways generally have a walked inspections at the assigned frequency determined by the hierarchy. The adjacent carriageway will also be inspected during the walked inspections. The inspector will position themselves in a safe location on the footway, in such a position that it enables them to view the full width of the footway, to view the carriageway (up to the centre line of the carriageway) and to view the kerb/channel area. When the inspector encounters parked motor vehicles, they will take reasonable steps to view the area obstructed by the vehicles. An inspector will proceed along the footway identifying defects that meet the investigatory levels and any actionable defects will be processed for repair. If no actionable defects are identified on a street this will be recorded. On completing the inspection of one side of the street an inspector will apply the same process to the opposite side of the street. Any actionable defects will be processed for repair.

In accordance with the network hierarchy or in the absence of a footway, carriageway inspections will be carried out by means of a driven inspection. An inspector will proceed along the carriageway identifying defects that meet the investigatory levels and any actionable defects will be processed for repair. If no actionable defects are identified on a street this will be recorded. Driven carriageway inspections are carried out on the higher speed roads using a driver and a highway inspector. The driver will be responsible for driving only and the highway inspector will be responsible for carrying out the safety inspection.

Intervention triggers, response times and defect treatment choices are specific to the respective seven local authorities' maintenance policies.

## **22.5 Reactive Maintenance**

All seven North East local authorities share a commitment to addressing urgent repairs and defects that arise unexpectedly. Reactive maintenance involves responding within a

prescribed timeframe, based on the severity and extent of the defect. This includes pothole repairs, surface wear, emergency response, weather-related damages and incidents. This ongoing activity, primarily funded through revenue budgets, is crucial for maintaining road safety and network integrity in real-time. However, the correlation between asset condition and the volume of reactive maintenance remains complex.

- **Gateshead:** Gateshead's Highway Asset Management Framework acknowledges the need for reactive maintenance irrespective of the overall asset condition. The framework aims to monitor trends in reactive maintenance demands to better understand their relationship with asset conditions, especially under the constraints of limited revenue budgets.
- **Newcastle:** Reactive maintenance is initiated by the Highway Inspectors following their safety/service inspections using a prioritisation system. Each defect is noted separately and photographed using a handheld electronic recording device. Following completion of inspections, the records are downloaded into the works management system where work tickets are generated automatically then forwarded to the Operations teams. All works undertaken against the tickets are logged and following completion the records are closed off.
- **North Tyneside:** In line with the risk-based approach, reactive repairs are identified and issued by means of a dynamic risk assessment undertaken by highway inspectors during street inspections and by applying investigatory levels to trips and potholes as set out in the Highway Inspection Policy. Areas that require larger planned maintenance are recorded and taken forward for consideration using a system of prioritisation.
- **South Tyneside:** South Tyneside employs a similar strategy by using reactive work and cost data to support future planning and prioritize planned maintenance over reactive repairs. This approach is detailed in their Highway Asset Management Plan and aims to enhance the road condition and extend the asset life, ultimately reducing future reactive expenditures.
- **Sunderland:** Sunderland integrates defect identification and reactive repairs with planned maintenance strategies by identifying defect clusters alongside annual condition surveys. This approach, outlined in the Sunderland City Council Highway Asset Management Policy and Strategy, helps prioritise areas for planned maintenance, thereby aiming to reduce reactive maintenance costs and improve network resilience.

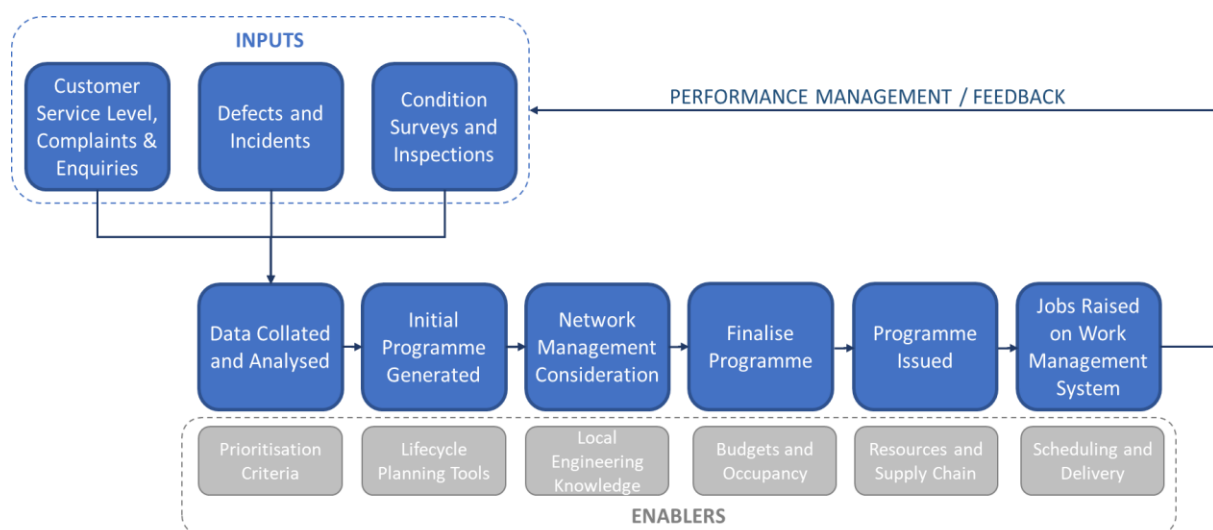
Across the region, there is a concerted effort to utilise reactive maintenance data to inform planned maintenance schedules. This intelligence-led approach ensures that maintenance efforts contribute to the strategic asset management objectives. By integrating reactive maintenance insights with lifecycle planning and prioritisation processes the local authorities aim to achieve more sustainable and cost-effective management of their highway assets.

## 22.6 Capital Works Programme Development

Works programmes are developed in accordance with the ***Well-managed Highway Infrastructure: A Code of Practice***, published by the UK Roads Leadership Group and

broadly follows the flow diagram set out in Figure 6-2 below. Specific approaches vary by asset type and are continuously improving over time as new materials and technologies become available. The purpose of the works programme is to identify:

- Priority schemes for the year ahead.
- Provisional schemes the subsequent two years, which may be subject to change.
- Outline scheme for year 4 and beyond, to provide an estimate of the future levels for alternative investment scenarios.



*Figure 62 Works Programme Development Process*

Delivery of the works programme is the tangible outcome of the asset management planning process. The annual programme sets out all planned work for the year ahead and provides a baseline against which is used to periodically assess performance and delivery.

Forward programmes look to build greater resilience into the network, providing a preventative approach to highway asset maintenance. Asset managers plan further in advance than just for the year ahead, considering a longer-term programme which will then be translated into annual programmes of work. This longer-term programme will be subject to change depending on how successful we are in achieving our goals.

Highway inspections are carried out at predefined, regular frequencies throughout the year. Highway safety inspection frequencies have been developed based upon hierarchy, local knowledge and experience of the highway network.

- **Planned cyclic safety inspections;** assure levels of service and identify defects.
- **Reactive safety inspections;** enquiries in respect of incidents or complaints relation to the condition of the highway.

On occasions there may be unforeseen events (such as severe weather) which affect the frequency or scheduling of inspections. Defects identified from the inspections are recorded and processed for repair. Typically, the scheme backlog list is inspected between September and December each year to establish the annual works programme, in accordance with the



allocated budgets. This list is signed off by the respective Cabinet Member and the confirmed list is communicated to all stakeholders. To maximise output, a rolling works programme is retained for planning purposes, to allow for scheme cancellation/deferral, budget fluctuations and to co-ordinate schemes with statutory undertakings.

A range of lifecycle modelling tools are used to predict future asset intervention needs and visualise a longer-term planning horizon that enables programming efficiencies and better whole-life decision making with available budget.

Scheme prioritisation is informed by data analysis but, ultimately, the decisions are made by highway practitioners and there is always a degree of subjectivity. Some of the seven local authorities have introduced GIS mapping system tools for building renewal scheme programmes. Initially the relevant condition data, is plotted onto a map showing those areas that should be considered for treatment, other details are also considered using separate plans such as accident clusters; slips, trips & falls and third-party claims. Also taken into consideration is the location of buildings that may lead to an increase in vulnerable pedestrian numbers such as care homes, hospitals and schools. In addition, inspectors are asked to identify where repeated visits for reactive repairs have taken place. Public complaints, claims and council ward members also influence the process. Over time, scheme identification and prioritisation criteria will be harmonised across the seven local authorities using defined, consistent criteria. This will enable economies of scale across the region and greater transparency to stakeholders that funding allocations are aligned to investment need.

The business model varies by local authority and by asset with a mix of in-house and supply chain for works delivery. Co-ordination of utility and local authority works is undertaken in accordance with the New Roads and Street Works Act. Quarterly co-ordination meetings are attended by all statutory undertakers and the street works teams with design/construction officers as and when required. These are preceded by the issuing of a list of notified works on the highway (Local Authority and Statutory Undertakers) approximately one week before the meeting that is updated and returned to the street works team, with the full updated list being made available to all parties at the co-ordination meeting. Any issues arising such as conflicts or opportunities for joint working are discussed at the meeting and a final programme of works for the short, medium and long term, is then agreed. Short term co-ordination is undertaken, on a case-by-case basis, by the street works team where longer notification periods are not available or required by legislation.

## 23. Monitoring, Review and Reporting

### 23.1 Local

Each of the seven local authorities are committed to continuous improvement and adoption of best practices, reflecting a comprehensive approach to enhancing safety, serviceability, customer service and sustainability of the highway network in the North East. Regular engagement with communities is undertaken to gather feedback and adjust risk management strategies accordingly.

A range of local and national indicators and procedures have been adopted or evolved over time within each of the seven local authorities to enable effective performance monitoring. Key activities undertaken include:

- Periodic reviews of works undertaken on the highway to ensure performance is monitored and maintained.
- Measuring delivery of the highway service to meet key performance indicators.
- Periodic reviews of our highway service provision and sharing the findings with staff
- Adopting a culture of continuous improvement, to enable staff to learn by experience and encourage better ways of working.
- Completing lessons learnt to inform future changes to policies and procedures.

The existing categories of performance indicators include:

- **National Indicators:** reportable at a national level to central government.
- **Key Performance Indicators:** those that are of most importance and are reported to senior management and members of the seven local authorities.
- **Management Information:** more detailed performance regime at an operational level that show where standards are being met or not.

All performance indicators are reported on a regular basis. The seven local authorities publish performance on their websites to demonstrate its activities are in accordance with its governance procedures. This is achieved through:

- Keeping staff informed of the seven local authorities established governance and performance systems.
- Adhering to these established systems.
- Reporting progress against the established systems.

### 23.2 Regional

As the funding described in this Regional TAMP is integrated into CRSTS, it will also be included within the wider reporting to Government. On a quarterly basis, expenditure will be reported by the North East CA through monitoring return to the Department for Transport, alongside progress updates and any deviations from expected delivery dates. The quarterly monitoring process also allows the opportunity to report any delivery risks to individual

elements or the wider programme as a whole. Updates on expenditure, delivery and risk from each of the seven local authorities will be coordinated into one regional report to be submitted by the North East CA.

## **24. Conclusion**

The seven local authorities deploy good asset management practices and work efficiently and effectively within the levels of resources made available to them. However, there is a need to secure further funding for highways maintenance to offset the risk of asset decline.

There is already a well-established foundation of good practices to build upon throughout the region. The approach taken to the development of the TAMP realises an opportunity to bring together a common Asset Management Framework that will derive best value from the North East's highway infrastructure.

The process of creating this first Regional TAMP, as part of the formation of North East CA, generated a rich body of knowledge and stimulated innovative thinking amongst the respective seven local authorities. The main challenges and opportunities presented by the TAMP have been captured and, in time, these will feed into the regional asset management forums, to drive the regional asset management agenda.

This Regional TAMP will be revised ahead of the regions second round of CRSTS funding. Therefore, there will be a limited period between the publication of this document and commencement of work on a second iteration. This inaugural TAMP covers the period to 2027, whilst the development of a second iteration of the TAMP will commence from the financial year 2025/2026.

The overarching aim of future iterations of the TAMP will be to present a compelling case for necessary investment that will enhance performance, optimise whole-life costs, manage risks effectively, and deliver a network that meets today's needs while preparing for tomorrow's challenges.

## **Appendix A: Approach to Producing the Regional TAMP**

This Regional TAMP was developed between November 2023 and June 2024. The project was commissioned by Transport North East (now North East CA) and led by AtkinsRéalis, in collaboration with the seven local authorities.

Following the inception meeting, an engagement schedule was set out and introductory calls held between AtkinsRéalis' consultants and the local authorities. Existing highway asset management plans and relevant supplementary documentation were collated, enabling AtkinsRéalis to conduct a desktop review.

The project team organised itself into smaller, dedicated groups to interact more closely with each of the respective local authorities, requesting further information and points of clarification, as required. It was recognised early on that all the local authorities were all deploying robust asset management approaches, in accordance with the Well-managed Highway Infrastructure Code of Practice and adhering to their duty of care under the Highways Act. It was also acknowledged that there are certain unique characteristics, and that each local authority adapts its approach to maximise value for money in it respect local community. These nuances were capture in the Regional TAMP.

In December 2023, a presentation was made to The North East Highways Alliance (which included the 5 Teesvalley authorities). An interactive poll and discussion was held to establish the emerging challenges and opportunities faced by highways authority across the region. This was used to shape the priority themes and messaging of the Regional TAMP. Around this stage, the content and structure of the Regional TAMP was develop, refined and agreed.

Early in 2024, a common template was created to capture asset inventory, condition and expenditure information. This was sent out to each of the seven local authorities and the resulting data used to analyse the health of asset categories at regional level.

During February, the deep-dive sessions were held between the project team and each of the local authorities; face-to-face wherever possible. This proved to be an effective means for constructive challenges and ensuring the outputs of the project will add benefits once North East CA is established.

In parallel with the subsequent write up of the Regional TAMP, a separate internal facing document was created referred to as the Scoping Document. This discusses the challenges and opportunities faced by devolution and makes recommendations for future iterations of the Regional TAMP and asset management in general.

The Regional TAMP underwent a series of content and quality check by AtkinsRéalis and the client, before sending out the local authorities for formal review. The subsequent comments were processed to the final version being submitted in January 2025,



## Appendix B: Abbreviations and Glossary

Term	Definition
ADEPT	Association of Directors of Environment, Economy, Planning and Transport
APSE	Association for Public Sector Excellence
BCI	Bridge Condition Index
BCS	Bridge Condition Score
BS	British Standard
CAPEX	Capital Expenditure
CIPFA	Chartered Institute of Public Finance and Accountancy
CRSTS	City Region Sustainable Transport Settlement
CVI	Coarse Visual Inspection. A road surface survey for unclassified roads where SCANNER does not apply.
DfT	Department for Transport
FHRG	Future Highways Research Group
GIS	Geographic Information System
GRC	Gross Replacement Cost
HAMP	Highways Asset Management Plan
HIAMG	Highway Infrastructure Asset Management Guidance
HMEP	Highway Maintenance Efficiency Programme
IHE	Institute of Highway Engineers
IMTRAC	Information Management for Traffic Control

<b>ITB</b>	Integrated Transport Block
<b>KPI</b>	Key Performance Indicator
<b>KRN</b>	Key Route Network
<b>LCRIG</b>	Local Council Roads Innovation Group
<b>LCWIP</b>	Local Cycling and Walking Infrastructure Plans
<b>LED</b>	Light Emitting Diode
<b>Lifecycle Planning</b>	A framework that allows project managers to plan, execute, and deliver every project.
<b>Maintenance Backlog</b>	The value of programmed capital maintenance required to bring the highway asset up to good condition.
<b>LTP</b>	Local Transport Plan
<b>North East CA</b>	North East Combined Authority
<b>NEPO</b>	North East Procurement Organisation
<b>Net Zero</b>	Completely negating the amount of GHGs produced by human activity, to be achieved by reducing emissions and implementing methods of absorbing carbon dioxide.
<b>Reactive Maintenance</b>	Responding to inspections, complaints, or emergencies.
<b>Resilient Network</b>	Sub-area or major Strategic Routes of the Highway Network that are vital to maintaining economic activity and access to essential services during extreme weather emergencies and other major incidents.
<b>Routine Maintenance</b>	Regular consistent schedule, generally for patching, cleaning, grass cutting and landscape maintenance.
<b>SCANNER</b>	Road survey (Surface Condition Assessment for the National Network of Roads).
<b>SCRIM</b>	Sideway-force Coefficient Routine Investigation Machine

<b>Surface Dressing</b>	A preventative treatment to prolong the life of a road. The treatment uses bitumen and chippings to seal the surface against water and air.
<b>TADU</b>	Traffic and Accident Data Unit
<b>TAMP</b>	Transport Asset Management Plan
<b>TNE</b>	Transport North East
<b>UTMC</b>	Urban Traffic Management and Control
<b>VRS</b>	Vehicle Restraint System
<b>WGA</b>	Whole of Government Accounting
<b>WMHI</b>	Well-managed Highway Infrastructure

## Appendix C: Documents/Standards

Document/Standard	Description and Relevance
<b>British Standard BS ISO 55001: Asset Management (ISO 55001)</b>	The International Standard for Asset Management.
<b>ISO 14001: Environmental Management Systems (EMS)</b>	Used as a performance measure for sustainability, it is the international standard for environmental management systems (EMS).
<b>The Environmental Act 2021</b>	Aims to improve air and water quality, protect wildlife, increase recycling, and reduce plastic waste.
<b>The Highways Act 1980</b>	Sets out the main duties of the Highway Authority in respect to highway maintenance. Section 41 imposes the duty to maintain the adopted highway at public expense.
<b>Traffic Management Act 2004</b>	A UK law that sets out how road networks should be managed by LAs and includes regulations for road networks.
<b>UKRLG Code of Practice</b>	A code of practice for Highways, designed to promote integrated asset management for highway infrastructure, based on a risk-based approach to local service levels.





## **Appendix G: North East Combined Authority – City Region Sustainable Transport Settlement Programme Summary**

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## Foreword

**As the North East Mayor I am committed to making our transport the greenest in the country. I will prioritise public transport and active travel to better connect our communities to jobs, education and leisure opportunities.**

**The region needs a fully integrated transport network which makes travel affordable, safe, and reliable.**

Through our City Region Sustainable Transport Settlement we will extend the reach of our investment to date, bringing people within easy reach of employment, skills, and training, enabling economic growth and supporting the North East to overcome inequalities.

We are focusing on green, connected transport solutions from the outset, with safe and accessible active travel routes directly supporting integrated public transport choices. Our programme has been developed to ensure people can easily access bus, Metro, and rail stations and interchanges, whilst also providing safe and quality stops that give people the public transport information that they need. Contactless payment technology will be delivered that enables capped fares on buses, metro and the Ferry across the North East.

These ambitious plans support both economic growth and transport's role in revitalising high streets with focused public realm initiatives, encouraging increased footfall and events in our communities, with expanded and revitalised station infrastructure.

The road network that most people use daily, whether that's for walking to the local shops, commuting to work, or for leisure pursuits requires significant investment. As such we have uplifted highways maintenance allocations.

In addition, I'm keen to ensure that there is infrastructure in place allowing for key services to continue supporting the wider growth ambitions of the region, a key component of our programme is the North Shields Ferry which requires a new

landing and in doing so we can support the plans of the council to drive forward economic growth.

The North East is already investing in new electric buses, which is why we will test 'network opportunity charging' to enable green buses to reach more of the region that hasn't previously been possible.

Reflecting on the diversity of the region and our geography, we're investing in rural mobility solutions such as rapid electric vehicle charging, new mobility hubs, and expanded park and ride provision to encourage onward travel by public transport. As well as this package of investment, I am making separate progress on my priority to reform our buses to make them more reliable, safer and cheaper

The region has a track record in delivering infrastructure to the highest standards and we have built strong foundations to ensure we can move at pace once funding is confirmed. Our first CRSTS programme is only part of the story it provides us with the platform to deliver a further step change in transport investment through the transformational scale of the second round of CRSTS in combination with our wider investment ambitions.

**We will deliver green transport that works for all.**



**Kim McGuinness**

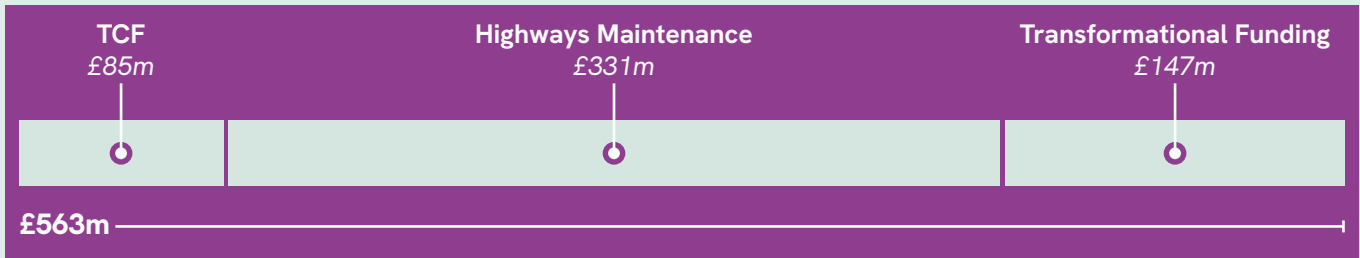


# 01. Setting the scene

The North East Mayor and Combined Authority (North East CA) are working with our partners to deliver a well-connected, green transport network that works for all. Our City Region Sustainable Transport Settlement (CRSTS) proposals are central to realising our ambition for our transport network and the delivery of a fully integrated transport system.

Over the next three years and beyond we plan to deliver substantial improvements to our network and infrastructure, our stations and interchanges and our connectivity and accessibility. We will deliver new cycle routes right across the region, the modern EV charging network we need in our villages, towns and cities and put safety and accessibility at the forefront of our plans including upgrading bus stops and providing more gatelines at our stations.

The 2022 Devolution Deal that set out the establishment of North East CA recognised the scale of our ambition and provided us with the means of delivering significant improvements to our transport network with surety of substantial capital funding through the City Region Sustainable Transport Settlement (CRSTS). **The first tranche of CRSTS totals £563m and runs through to March 2027.**



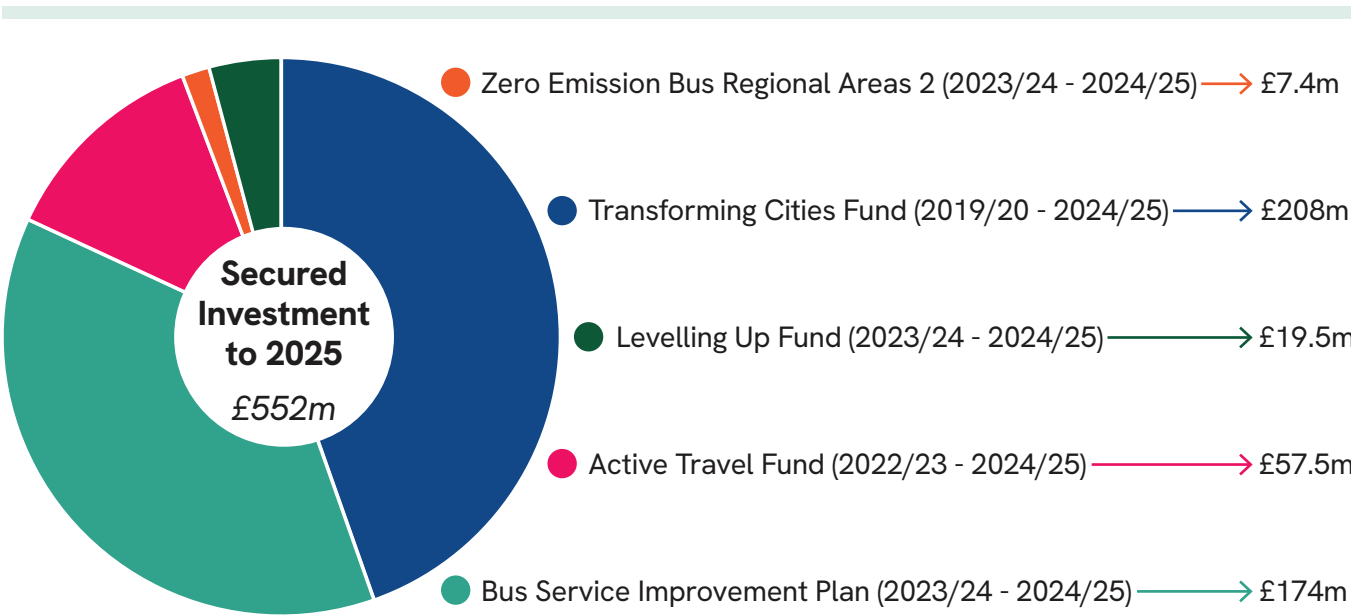
CRSTS will be a key enabler for our wider plans, not only will it help realise the commitments of the Mayoral Manifesto and the Devolution Deal, but it will be a vital tool in creating opportunity for our people, better connecting our communities to jobs, education, and leisure.

Through CRSTS we will leverage local transport improvements as an enabler and facilitator of growth, at the same time as making a significant contribution to the decarbonisation of the region and our economy. Our proposals for CRSTS will therefore support and deliver upon the Government’s key priorities for the CRSTS programme including growth, regeneration and decarbonisation.

Our first CRSTS settlement focuses on building on our existing programme of delivery, extending the reach of investments, and maximising benefits, whilst providing the foundations for delivering a truly integrated transport system. From there, we will capitalise on this platform through the transformational scale of the second CRSTS settlement, which indicatively stands at **£1.8 billion** over the five-year period from April 2027 through to March 2032.

To date we have secured significant funding and through partnership working have delivered against the priorities of the North East Transport Plan, including:

- Investing in over 30 upgraded active travel routes
- Transforming our Metro service through the Metro Flow scheme resulting in a rise in punctuality over 10%
- Increasing the availability and accessibility of zero emission transport options with 10% of the bus fleet to be zero emission by 2026.
- Improving the safety, convenience and capacity of park and ride sites across the region
- Improving the punctuality, reliability, and accessibility of the bus network through the region’s BSIP
- Providing multi-modal fare solutions with over 15.8m journeys have taking place on BSIP ticketing products since their introduction generating a social and economic benefit to those passengers of approximately £25.65m.
- Re-opening of Northumberland Line brining passenger trains back into service between Ashington and Newcastle for the first time since the 1960s.



We’re building the greenest and best-connected transport network in the UK prioritising active travel (walking, wheeling, and cycling) and public transport, but we aren’t starting from a blank canvas; we have a successful track record of delivery and an established pipeline of investment. Since 2018, in partnership with our seven Local Authorities and Government, we have secured substantial funding for sustainable transport totaling more than **£552 million**, all underpinned by local match funding commitments.

## 02. The case for change

Transport plays a key role in how people access jobs and opportunities; our transport network has a direct impact on our economic performance, and the health of our residents.

We are the second largest Mayoral Combined Authority by geographic scale, we have diverse urban, suburban, and rural communities which creates a variety of transport needs and challenges for our residents. This ranges from the risk of isolation in our rural communities (31% of our residents are at risk of transport related social exclusion), to areas of significant deprivation in our cities (33% of the local areas in the North East are in the top 20% most

deprived areas in England). Our region also faces a number of economic and health related challenges, including widening inequalities, which have been exaggerated by the COVID-19 pandemic and the rise in the cost of living.

Our region has structural challenges that investment through our CRSTS programme can help alleviate.

### Structural Challenges

Growing population that is ageing over time (25% over 67 by 2040).

Plans for 100k new homes by 2039 need to be supported by good quality public & sustainable transport opportunities.

Productivity levels below the average for England (17.4%), impacting on the competitiveness and resilience of business.

Major Health, income and skills inequalities with a high percentage of income support for families (60% in 2022) and child poverty rates (24.9%).

A lack of high quality well paid jobs and therefore lower wages (£75 per week lower than the UK avg).

31% of residents are at risk of Transport Related Social Exclusion.

Climate emergency declared in all Local Authorities across the region.

Transport is the single biggest contributor to carbon emissions of transport emissions, 98% of which are from roads. There are areas in the region where pollutant levels exceed legal limits impacting on health and wellbeing.

Lower levels of car ownership than the England average but car use is increasing (59% of all journeys).

Public transport patronage is lower than 2019. Bus use has declined by 36% since 2010 and bus mileage is down by 31%.

Safety and security, are frequently cited as barriers to public transport use and active travel uptake

Our CRSTS programme focuses on increasing the accessibility and the quality of transport links, joining communities to opportunities across the region, acting to reduce transport related social exclusion, promoting healthier transport choices and reducing social and health inequalities. Our investment will support placemaking and economic regeneration by connecting people to high-quality well-paid jobs and training opportunities.

Our ambition is to create a fully integrated transport network which is accessible and inclusive for all, promoting and facilitating inclusive, sustainable economic growth and improving quality of life for residents in support of the North East CA vision of delivering a fairer, greener, connected, international and successful North East.





## 03. The programme

### Our CRSTS programme

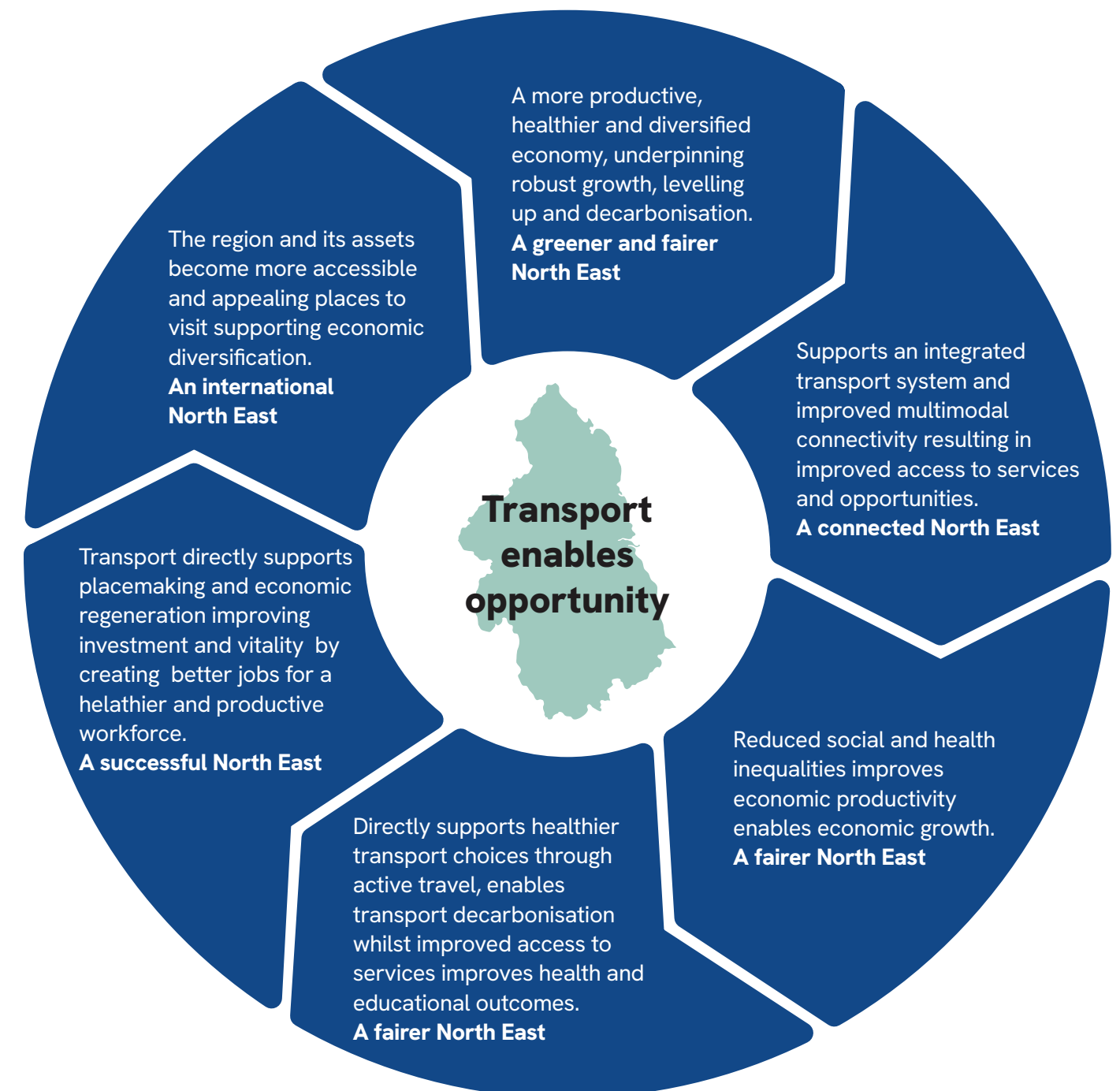
CRSTS will form the cornerstone of our capital programme, providing us with an opportunity to work in deeper partnership with Government in pursuit of shared objectives, giving surety of funding in the long-term, and enabling us to take a forward thinking, holistic, and rigorously planned approach to delivering investment and its benefits to the people of the North East. CRSTS will present us with an early opportunity to demonstrate the delivery capacity and capability of the region, whilst also providing an effective platform for a further step change in transport investment through the transformational scale of CRSTS2.

Our programme will support the **foundations** of the **economy** delivering **growth, connecting people to opportunities**, and forming part of a wider solution to overcome social and economic **inequalities** including poverty.

Through CRSTS we will provide a **choice** of **integrated, easily accessible, affordable**, and attractive transport **options**.

By **targeting** investment in **integrated options** our programme will help make the **journey experience seamless and convenient for people** across all forms of transport, supporting **active travel use** and **public transport patronage growth**.

Our proposals are focused on deliverability and are located in rural, urban, and suburban areas, recognising and supporting the varying **transport needs** of our region and our people.





Our first CRSTS programme builds on established investments delivered through the Transforming Cities Fund, Active Travel Fund, Levelling up Fund and Bus Service Improvement Plan Funding. It includes simpler ticketing and payment for the traveling public, enhanced infrastructure and facilities, security to provide confidence in our public transport network, and improvements to existing assets to ease the interchange between different forms of transport.

Through our planned programme of investment we will continue the journey towards the creation of a greener transport network where active travel (walking, wheeling and cycling), public transport (bus, Metro, ferry and local rail) and public Zero Emission Vehicle (ZEV) charging are integrated to improve connectivity to all of our communities, increasing sustainable journeys

for the benefit of our residents economy, and environment and leading towards the establishment of a properly integrated and efficient public transport network across the whole of the North East.

We've rigorously tested and prioritised our programme to ensure it is deliverable, presents a value for money proposition and contributes toward the realisation of our vision for an integrated network. The programme is comprised of **40 schemes** which have a strong focus on improving walking, wheeling, cycling and public transport infrastructure. Our CRSTS proposals also take into account the need for ensuring we have a resilient transport network, we're therefore prioritising further investment in maintenance so that roads are safer for cyclists and smoother for buses.



## Outcome

○ = % of schemes by category



£106.5 million

54%

### Active Travel - New and better connected networks

Extending the network for cyclists, wheelers and pedestrians to reach more parts of the region with high quality and safe infrastructure to encourage active travel.



£34.9 million

18%

### Next Generation Stations and Interchanges

Metro, ferry rail and bus station/ interchange improvements including new facilities, refurbishments or upgrades.



£21.3 million

11%

### A Decarbonised and Resilient Transport Network

Measures to mitigate adverse impacts, as well as driving towards solutions for future fuels and supplies, e.g. energy supplies, zero emission vehicles (where appropriate) chargers and brings in operational projects



£22.2 million

11%

### Bus Priority and On Street Infrastructure

Bus priority and on street infrastructure measures, supporting the millions of bus journeys made every year in the region



£10.8 million

6%

### Micromobility, Technology and Innovation

Delivering the next phase of contactless technology across the network through Integrated and Smart Ticketing cementing benefits freight across the region, exploring options for micromobility and mobility hubs.





## High level summary of what programme is delivering:



High value for money, returning £2 for every £1 spent



Over 90km of new active travel routes, with schemes connecting and expanding provision already delivered through other funding routes



Bus priority measures at five locations, improving journey times and complimenting existing bus priority measures



An expanded network of chargepoints for Zero Emission Vehicles



23 improved stations, interchanges, and stops (including rail, Metro, Shields Ferry, bus, and park-and-ride)



Network improvements on 13 key corridors, delivered through junction improvements to enable bus priority and improved conditions for active travel



Development of circa two mobility hubs increasing sustainable transport options



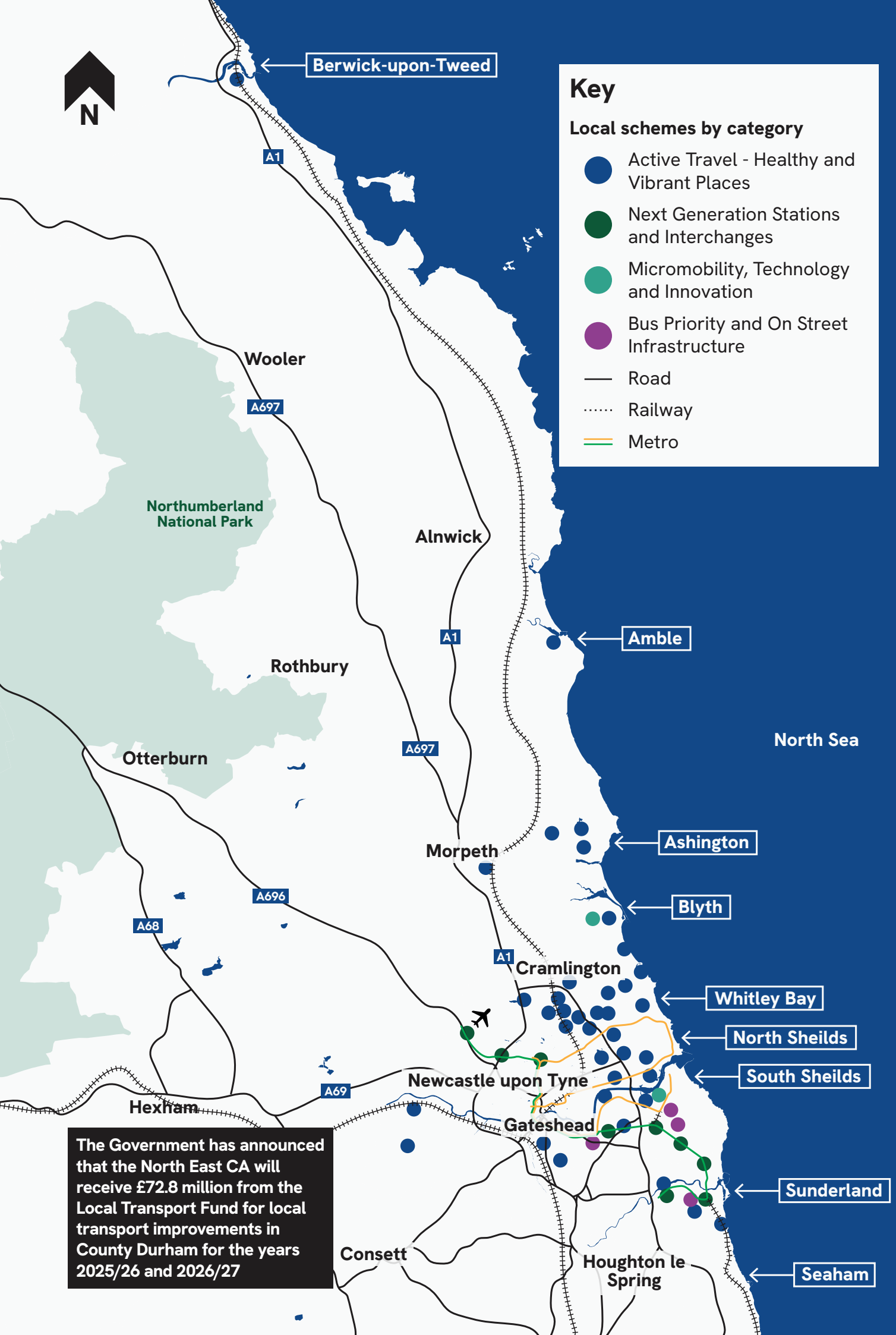
23 schemes demonstrating adjacency with other funding programmes including TCF, ATF and BSIP

Our CRSTS programme will improve the attractiveness of public transport and active travel, leading to more people choosing to travel sustainably, journey time savings for people choosing to travel sustainably and the reduction in harmful emissions owing to a concerted focus on decarbonisation.

It is value for money focused and lays the foundations for an integrated and inclusive transport network that delivers a fairer, greener, better connected and successful North East.







## Regional schemes



### Next Generation Stations and Interchanges

- Additional gatelines on Metro: £2.1 million
- North East - Connected Stations: £6 million
- Washington Metro Loop: £200k



### A decarbonised resilient network

- Electric Vehicle Infrastructure: £4.4 million
- Decarbonising Public Transport (buses): £2.5 million
- Essential Highway Maintenance: £14.3 million



### Micromobility, Technology and Innovation

- Mobility Hubs: £1.5 million
- Integrated and Smart Ticketing: £8.9 million



### Bus Priority and On Street Infrastructure

- Bus Infrastructure Measures: Stops and Stations: £3.5 million

## Total regional schemes: £43.4 million

These projects will be sponsored either by the North East CA or Nexus and will deliver pan regional benefits helping to fulfil the commitments of the Mayoral Manifesto and North East Devolution Deal.





## Local Schemes

- Active Travel – New and better connected networks
- Micromobility, Technology and Innovation
- Bus Priority and On Street Infrastructure
- Next Generation and Safe Stations and Interchanges

Scheme Promoter	Scheme name	CRSTS Allocation (Rounded)
Gateshead	Active Travel link improvements boroughwide	£9.5m
	Active mode improvements between High Spen and Greenside	£659k
	Derwent Cycle Route Improvements	£395K
	Birtley town centre active travel improvement	£6.7m
	Askew Road West cycleway	£1m
	Active Travel improvements at Metrogreen	£2.5m
Gateshead & Newcastle	Sustainable access improvements across the Tyne	£6.5m
Newcastle City	Active mode improvements in Newcastle City Centre	£3.7m
	Active Travel link improvements citywide	£5.9m
	Active mode improvements- Newcastle and North Tyneside	£3.4m
North Tyneside	Active Travel link improvements boroughwide	£13.2m
	Connecting North Shields Fish Quay	£6.4m
	Wallsend Masterplan - sustainable transport	£6.7m
	Active mode links - NW of the borough	£3.9m
Northumberland County Council	Active Travel link improvements towns in Northumberland	£14m
	Blyth to St Mary's Cycle Scheme	£6.2m
South Tyneside	Active Travel Improvements - Jarrow-Hebburn (NCN14)	£3m
	South Shields Town Centre Active Travel Route	£2.5m
Sunderland	Northern Spire to Washington Cycle route	£3.8m
	Phase 2 - Ryhope Road Strategic Cycle Route	£2.1m
	Silksworth - city centre cycle route	£2.5m
	South Sunderland Growth Area to Ryhope Active Modes	£1.9m
Gateshead	A195 New Road / Lingey Lane Bus Lanes	£2.2m
South Tyneside	New Road / Hubert Street / North Road Junction Improvements, Boldon	£2.9m
	The Nook Strategic Junction Improvements	£4.2m
Sunderland	Sunderland Inner Ring Road improvements	£9.3m
Northumberland County Council	Average speed camera initiative - Otterburn	£128k
South Tyneside	South Shields Interchange - Microbility Hub	£264k
Sunderland	Sunderland Station Central Entrance	£11m
Nexus	Regent Centre Interchange Upgrade	£3.7m
	North Shields Ferry Landing	£8.2m
	Callerton Park and Ride Extension	£3.6m
Durham	Projects supporting local transport improvements in County Durham will receive funding over the period 2025/26 - 2026/27	£23m

These figures represent the CRSTS scheme ask exclusive of any match funding requirements. All schemes will be subject to further development, design, engagement, and onwards delivery by Nexus and the participating local authorities.

## 04. Delivery.

Our CRSTS programme has been assembled from a well established pipeline of transport investment, which has been rigorously tested and prioritised to take into account::

➤ Development stage and readiness

➤ Value for Money

➤ Complexity of scheme delivery (including land, powers and consents)

➤ Compatibility with Government's CRSTS criteria

➤ Consultation and engagement

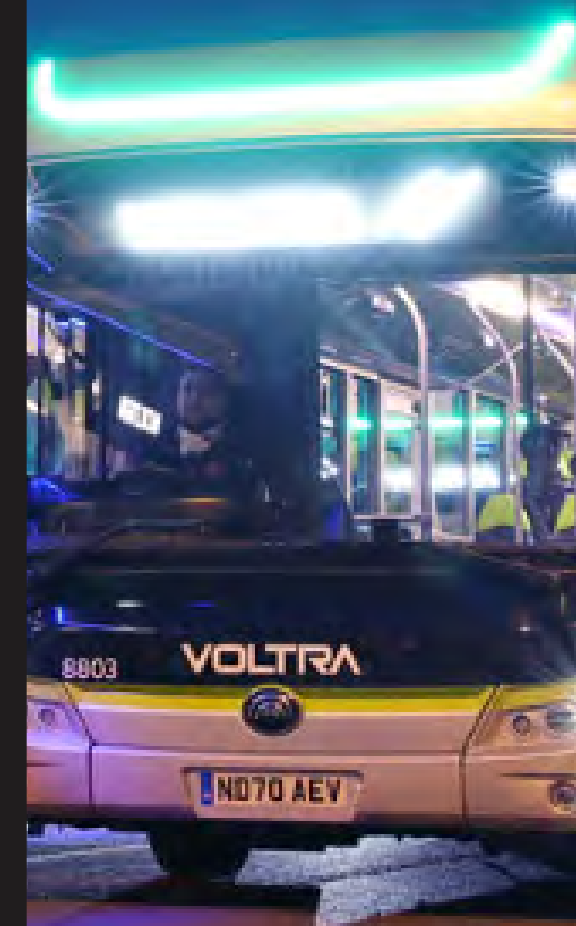
We have a proven track record of delivering investment at scale through our local authorities and Nexus, with established delivery models and procurement routes.

In line with best practice and the agreement of DfT we have overprogrammed our CRSTS programme by **£49m**. The total CRSTS ask is **£181m**.

Our investment decisions are underpinned by our approved Single Assurance Framework, providing Government, local partners and the Combined Authority itself with the confidence that decisions over funding are proper, transparent, and deliver good value for money.

Ongoing communication and engagement will be central to the successful delivery of our CRSTS programme, we aim to proactively publish plans and engage with communities in the development and delivery of our programmes and the schemes which are within it.

We will promote a benefits focused approach taking forward good practice into the development of our programme for the second CRSTS settlement and realising complimentary investment. Our CRSTS programme will set us on the path towards realising a green transport network that works for all.



**Green transport that works for all.**

➤ [enquiries@northeast-ca.gov.uk](mailto:enquiries@northeast-ca.gov.uk)

➤ [northeast-ca.gov.uk](http://northeast-ca.gov.uk)

## **LOCAL ELECTRIC VEHICLE INFRASTRUCTURE CAPITAL FUND GRANT DETERMINATION 2024: No 31/6965**

The Secretary of State for Transport (“the Secretary of State”), in exercise of the powers conferred by Section 31 of the Local Government Act 2003, makes the following determination:

### **Citation:**

1. This determination may be cited as the Local Electric Vehicle Infrastructure Capital Fund No 31/6965.

### **Purpose of the grant:**

2. The purpose of the grant is to provide local authorities in England with funding towards expenditure lawfully incurred or to be incurred by them for the provision of electric vehicle chargepoints in its locality.

### **Determination:**

3. The Secretary of State determines the authorities to which grant is to be paid and the amount of grant to be paid; the authorities and the amounts are set out in Annex A.

### **Grant Conditions:**

4. Pursuant to section 31(3) and 31(4) of the Local Government Act 2003, the Secretary of State determines that the grant will be paid subject to the conditions in Annex B.

### **Treasury Consent:**

5. Before making this determination in relation to local authorities in England, the Secretary of State obtained the consent of the Treasury.

### **Branding:**

6. The Grant Recipient shall at all times during and following the end of the Funding Period:
  - 6.1. comply with the requirements of the Branding Manual in relation to the Funded Activities and
  - 6.2. cease use of the Funded by UK Government logo on demand if directed to do so by the Authority.
  - 6.3. Branding Manual means the HM Government of the United Kingdom of Great Britain and Northern Ireland Branding Manual Funded by UK Government published by the Cabinet Office in November 2022 which is available at [gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/](https://gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/)

**Signed by authority of the Secretary of State for Transport:**

A handwritten signature in blue ink, appearing to read 'N. Shaw', with a stylized flourish at the end.

**Nick Shaw, Deputy Director, Office for Zero Emissions Vehicles**



## ANNEX A

<b>Authorities to which grant is to be paid</b>	<b>Amount of grant to be paid</b>
Bedford	£1,010,000
Blackburn with Darwen	£1,608,000
Blackpool	£1,708,000
Bournemouth, Christchurch and Poole	£1,447,000
Bracknell Forest	£326,000
Brighton and Hove	£2,865,000
Buckinghamshire	£1,991,000
Cambridgeshire and Peterborough Combined Authority	£5,437,000
Central Bedfordshire	£1,413,000
City of Westminster	£1,262,000
Cheshire East	£2,172,000
Cheshire West and Chester	£2,049,000
Cornwall & Scilly	£5,509,000
Cumberland	£3,465,000
Derby	£1,758,000
Derbyshire	£6,604,000
Devon	£7,067,000
Dorset	£2,490,000
East Riding of Yorkshire	£2,326,000
East Sussex	£4,441,000
Essex	£8,382,000
Gloucestershire	£3,107,000
Greater Manchester Combined Authority	£16,158,000
Hampshire	£6,662,000
Herefordshire, County of	£1,124,000
Hertfordshire	£6,015,000
Isle of Wight	£1,625,000
Kent	£12,081,000
Kingston upon Hull, City of	£2,840,000
Lancashire	£10,111,000
Leicester	£3,380,000
Leicestershire	£3,151,000
Lincolnshire	£5,620,000
Liverpool City Region	£9,647,000
London Borough of Bexley	£3,801,000
London Borough of Enfield	£4,783,000
London Borough of Hackney	£1,360,000
London Borough of Hammersmith	£7,544,000
London Borough of Hounslow	£1,102,000
London Borough of Lambeth	£2,721,000

<b>Authorities to which grant is to be paid</b>	<b>Amount of grant to be paid</b>
London Borough of Lewisham	£2,981,000
London Borough of Kingston upon Thames	£886,000
London Borough of Richmond upon Thames	£2,576,000
London Borough of Tower Hamlets	£2,355,000
London Borough of Waltham Forest	£4,327,000
Luton	£1,273,000
Medway	£2,124,000
Milton Keynes	£1,642,000
Norfolk	£6,468,000
North East Joint Transport Council / North East Combined Authority	£15,829,000
North East Lincolnshire	£1,431,000
North Lincolnshire	£925,000
North Northamptonshire	£2,895,000
North Somerset	£851,000
North Yorkshire Combined Authority	£4,880,000
Nottingham	£1,704,000
Nottinghamshire	£5,522,000
Oxfordshire	£3,655,000
Plymouth	£2,415,000
Portsmouth	£3,682,000
Reading	£866,000
Rutland	£257,000
Shropshire	£2,006,000
Slough	£2,233,000
Somerset	£3,783,000
South Yorkshire Combined Authority	£8,915,000
Southampton	£1,630,000
Southend-on-Sea	£1,448,000
Staffordshire	£4,588,000
Stoke-on-Trent	£2,693,000
Suffolk	£5,337,000
Surrey	£2,042,000
Swindon	£1,942,000
Tees Valley	£6,596,000
Telford and Wrekin	£1,020,000
Thurrock	£515,000
Torbay	£958,000
Warrington	£926,000
Warwickshire	£3,295,000
West Berkshire	£382,000
West Midlands Combined Authority	£14,549,000
West Northamptonshire	£2,853,000


<b>Authorities to which grant is to be paid</b>	<b>Amount of grant to be paid</b>
West of England Combined Authority	£6,644,000
West Sussex	£4,100,000
West Yorkshire Combined Authority	£14,326,000
Westmorland and Furness	£3,205,000
Wiltshire	£3,889,000
Windsor and Maidenhead	£927,000
Wokingham	£264,000
Worcestershire	£3,481,000
York	£746,000

## ANNEX B

### GRANT CONDITIONS

1. Grants paid to a local authority under this determination may be used only for the purposes that a capital receipt may be used in accordance with regulations made under section 11 of the Local Government Act of 2003.
2. The Chief Executive and Chief Internal Auditor or Section 151 Officer of each of the recipient authorities are required to sign in the below boxes and return this document to [EV-Infrastructure@dft.gov.uk](mailto:EV-Infrastructure@dft.gov.uk) and [LEVI@est.org.uk](mailto:LEVI@est.org.uk), to be received no later than 17 January 2025, in the following terms:
  - “To the best of our knowledge and belief, having carried out appropriate investigations and checks, in our opinion, in all significant respects, the conditions attached to the LEVI Capital Fund No 31/6965 will be complied with by 31 March 2025”.
3. If an authority fails to comply with any of the conditions and requirements in this Grant Agreement, the Secretary of State may -
  - a. reduce, suspend or withhold grant; or
  - b. by notification in writing to the authority, require the repayment of the whole or any part of the grant.
4. Any sum notified by the Secretary of State under paragraph 3(b) shall immediately become repayable to the Secretary of State.

### Signed on Behalf of North East Combined Authority

<b>Name</b>	Mags Scott
<b>Title</b>	Director of Finance and Investment
<b>Signature</b>	
<b>Date</b>	09/01/2025

Dr. Henry Kippin

Chief Executive



09/01/2025





North East Combined Authority

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# **ACTIVE TRAVEL - NEW AND BETTER CONNECTED NETWORKS**

CRSTS Sub-programme Business Case





North East Combined Authority

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# **ACTIVE TRAVEL - NEW AND BETTER CONNECTED NETWORKS**

CRSTS Sub-programme Partial Full Business Case

WSP

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[WSP.com](http://WSP.com)

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## **Appendices**

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Appendix D – Appraisal Summary Table

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# 1 EXECUTIVE SUMMARY

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- 1.1.1 The North East Devolution Deal, agreed in 2022, set out arrangements for devolved transport funding including responsibility for a City Region Sustainable Transport Settlement (CRSTS). The North East CRSTS1 totals £563m of capital funding for the period 2022/23-2026/27. A Programme Level Business Case was submitted to the Department for Transport in September 2024; this should be read alongside this document.
- 1.1.2 This Active Travel Sub-programme Business Case – ‘New and Better Connected Networks’ – is one of a series of sub-programme business cases that look to bring together schemes that contribute to overarching aims and objectives, in order to expedite delivery in line with the CRSTS1 timescales.
- 1.1.3 The North East Mayor has placed active travel at the heart of the region’s transport strategy with a clear ambition to expand and better connect the cycling network, contributing towards the delivery of a green, integrated transport network. Delivery of this sub-programme directly supports that ambition, further aligning with the North East Active Travel Strategy, which aims to make walking, cycling and wheeling the default choice for short trips, to integrate them seamlessly with public transport for longer journeys and for over half of all shorter journeys in the region to be made by active travel by 2035.
- 1.1.4 Whilst the region has successfully secured funding for active travel improvements in recent years, the North East Mayor has stressed the need for further investment to drive long-term change. The schemes set out in this sub-programme will build upon an established track record of delivery, growing and connecting our existing network. This investment also lays the foundation for further transformational change that will be delivered as part of a second phase of CRSTS for the period 2027-2032.
- 1.1.5 The schemes set out in this sub-programme have been identified by local authority partners, primarily through their Local Cycling and Walking Infrastructure Plans (LCWIPs) and are included in the North East Local Transport Plan Delivery Plan. CRSTS provides funding certainty to deliver schemes which have the potential to bring about real change in the region, contributing to the CRSTS objectives of growth, inclusivity, decarbonisation and modal shift.
- 1.1.6 Crucially this sub-programme is aligned with both national and regional policy including the UK Government’s five missions, and the Department for Transport’s five strategic transport priorities. Locally, delivery of this sub-programme is designed to assist in the delivery of key commitments outlined in the North East Local Transport Plan, which envisions a ‘green, integrated transport network that works for all’.
- 1.1.7 A detailed benefits assessment has been undertaken, with analysis demonstrating that high quality active travel infrastructure will lead to significant increases in walking and cycling. Four ‘Programme-Scenarios’ have been considered, with the benefit-cost ratio of the sub-programme ranging from 3.3 – 3.6 all scenarios, therefore, indicate that the programme will achieve High value for money. Further consideration of non-monetised benefits are anticipated to strengthen this conclusion.
- 1.1.8 Scheme cost estimates have been provided by Local authority partners, based upon the level of design available at present, while overprogramming has been included to mitigate some of the risk associated with the CRSTS1 delivery timescales.

- 1.1.9 North East CA has the tools and processes in place to ensure that it can successfully deliver to programme and meet the quality expectations of government and its partners, by taking a partnership approach, including within the context of this CRSTS sub-programme. Scheme promoters will remain responsible for cost estimation and carrying out quantified risk assessments, schemes will be benchmarked by industry professional advisers to assure scheme affordability within available budgets i.e. CRSTS allocation.
- 1.1.10 In line with North East CA governance arrangements, risk management will be undertaken in line with its Risk Management Framework, to ensure there is a consistent, streamlined and joined-up approach to managing risk.
- 1.1.11 It is North East CA's responsibility to monitor and evaluate the outputs, outcomes and impact of the programme as a whole, however, it is the responsibility of the scheme promoter to monitor and evaluate the individual schemes which make up the programme.
- 1.1.12 Moving forward, commensurate with the level of detail available, this partial Full Business Case will be supplemented via an Assurance Statement process. Completion of project-specific Assurance Statements will be the responsibility of the scheme promoter, with the overarching process owned by North East CA. Table 1-1 sets out a summary of which components will form part of the Assurance Statement process and a draft of the proforma is included at Appendix A.

**Table 1-1 - Components Covered by Assurance Statements**

DIMENSION	CONTENTS
<b>Strategic</b>	- Summary of scheme designs (including CDM, design assurance and Design Review Panel report)
<b>Economic</b>	- Updated economic assessment to reflect final designs and costs
<b>Financial</b>	- Matched funding confirmation and S151 Officer sign off - Updated costs (bill of quantities) and spend profile
<b>Commercial</b>	- Procurement and contractual arrangements - Risk and delivery approach
<b>Management</b>	- Governance arrangements, key roles and personnel - Contract management and funding release process - Carbon assessment - Scheme programme, detailing critical path, key milestones and dependencies - Statutory processes - Stakeholder engagement details - Consultation details and outcomes, including how this has influenced design - Approach to minimising network disruption - Monitoring and evaluation arrangements
<b>Additional Information</b>	- Finalised drawing pack - ATE Tools Completed with Designer Responses - Completed Design Review Report - Economic Outputs e.g. AMATs - Communication Plan - Carbon Management Plan - Monitoring and Evaluation Plan - Risk Register - S151 Officer Declaration.

## 2 INTRODUCTION

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### 2.1 CONTEXT

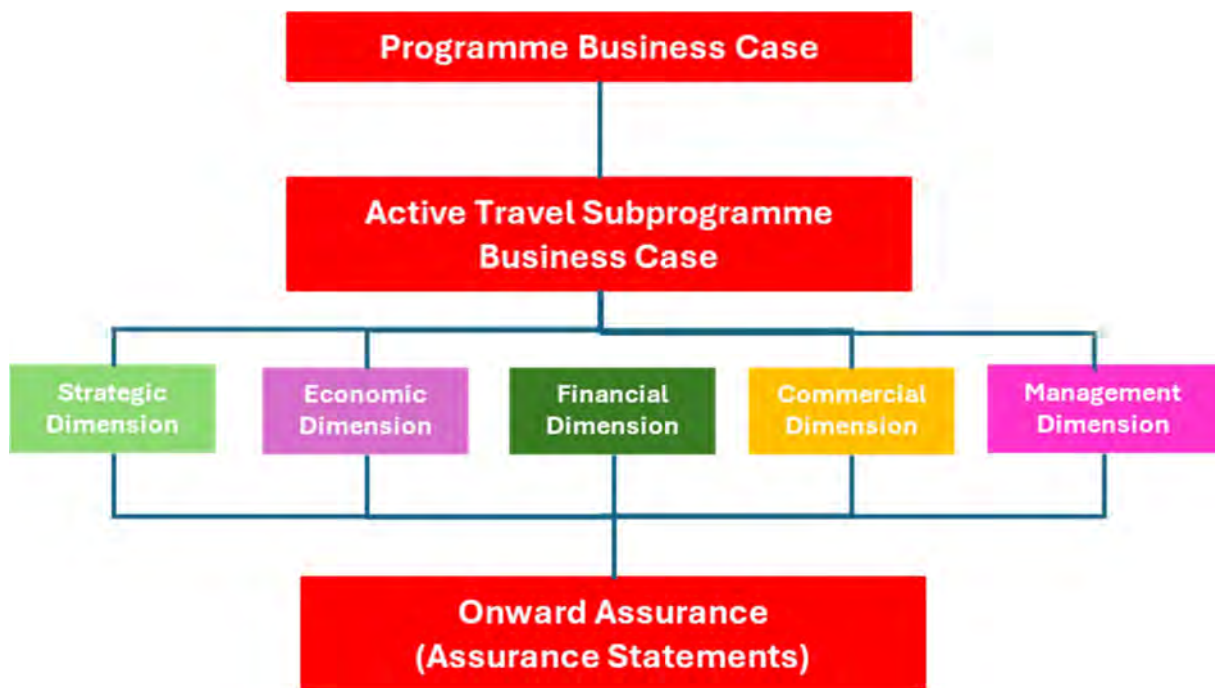
- 2.1.1 The North East Devolution Deal, agreed in 2022, set out arrangements for devolved transport funding including responsibility for a City Region Sustainable Transport Settlement (CRSTS). The North East CRSTS1 totals £563m of capital funding for the period 2022/23-2026/27.
- 2.1.2 A Programme Business Case has been developed, setting out a proposed programme of investment and demonstrating how the North East CRSTS1 programme will accord with both the original objectives of the Government's CRSTS programme and the Labour Government's five strategic priorities for transport. This was submitted for approval, to the Department for Transport, in September 2024.
- 2.1.3 Where several individual schemes, included within the overall CRSTS1 programme, contribute to shared overarching aims and objectives, sub-programme business cases are being developed to expedite delivery with some matters reserved until during scheme assurance. This document presents the partial Full Business Case (FBC) for the Active Travel Sub-programme – 'New and Better Connected Networks' (hereon referred to as the 'Active Travel Sub-programme' or 'Sub-programme').
- 2.1.4 Further sub-programme business cases are currently being developed for the following projects:
- Regional Bus Stop Programme Level OBC / Full Business Case (FBC)
  - Regional Accessible Station Programme Level OBC/FBC
  - Regional Electric Vehicle Infrastructure Programme Level OBC/FBC
  - Regional Mobility Hubs Programme Level OBC/FBC
- 2.1.5 The development of these sub-programme business cases assists local authorities by enabling resources to be focused on scheme design and preparation. More than half of the overall CRSTS1 programme will be developed in this way, expediting delivery as far as possible.



## 2.2 SCOPE AND PURPOSE OF THE DOCUMENT

- 2.2.1 This document establishes the case for investment of funding allocated within the North East CA's Active Travel Sub-programme. It provides a partial Full Business Case, which complies with HM Treasury guidance by setting out the case for investment using the framework established by HM Treasury's Five Case Model.
- 2.2.2 A partial business case approach has been adopted, to reflect the information currently available and the devolved nature of scheme development; upon approval of this sub-programme business case, the individual schemes will be taken forward for further development by the respective local authority partners. This scheme development will be detailed as part of the ongoing assurance process, which will be managed via the submission of Assurance Statements; completion of these Assurance Statements will be the responsibility of the partner authorities (as scheme promoter), while the Assurance Statement process will be owned by North East CA.
- 2.2.3 Figure 2-1 sets out the business case structure, as part of the CRSTS1 programme, while Table 2-1 sets out the components that will be included as part of the Assurance Statement process; a draft of the Assurance Statement proforma is included at Appendix A.

**Figure 2-1 – CRSTS1 Programme: Business Case Structure**



**Table 2-1 - Components Covered by Assurance Statements**

<b>DIMENSION</b>	<b>CONTENTS</b>
<b>Strategic</b>	<ul style="list-style-type: none"> <li>- Summary of scheme designs (including CDM, design assurance and Design Review Panel report)</li> </ul>
<b>Economic</b>	<ul style="list-style-type: none"> <li>- Updated economic assessment to reflect final designs and costs</li> </ul>
<b>Financial</b>	<ul style="list-style-type: none"> <li>- Matched funding confirmation and S151 Officer sign off</li> <li>- Updated costs (bill of quantities) and spend profile</li> </ul>
<b>Commercial</b>	<ul style="list-style-type: none"> <li>- Procurement and contractual arrangements</li> <li>- Risk</li> <li>- Delivery approach</li> </ul>
<b>Management</b>	<ul style="list-style-type: none"> <li>- Governance arrangements</li> <li>- Key roles and personnel</li> <li>- Contract management and funding release process</li> <li>- Carbon assessment</li> <li>- Scheme programme, detailing critical path, key milestones and dependencies</li> <li>- Statutory processes</li> <li>- Stakeholder engagement details</li> <li>- Consultation details and outcomes, including how this has influenced design</li> <li>- Approach to minimising network disruption</li> <li>- Monitoring and evaluation arrangements</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>- Finalised drawing pack</li> <li>- ATE Tools Completed with Designer Responses</li> <li>- Completed Design Review Report</li> <li>- Economic Outputs e.g. AMATs</li> <li>- Communication Plan</li> <li>- Carbon Management Plan</li> <li>- Monitoring and Evaluation Plan</li> <li>- Risk Register</li> <li>- S151 Officer Declaration.</li> </ul>

2.2.4 The remainder of the document is structured as follows:

- **Strategic Dimension:** the rationale for investment, its objectives and fit with wider policy;
- **Economic Dimension:** the value for money provided by the sub-programme;
- **Commercial Dimension:** the contractual and procurement approach(es) to be taken;
- **Financial Dimension:** the costs and funding profile for the sub-programme; and
- **Management Dimension:** the approach to managing the sub-programme.

## 3 STRATEGIC DIMENSION

---

### 3.1 INTRODUCTION

3.1.1 The North East Local Transport Plan supports the delivery of the five missions of the North East CA and aims to create a green, integrated transport network that works for all. It covers both the movement of people and freight in the region. Its delivery will benefit our region's economy, environment, and health. The accompanying Delivery Plan sets out the actions that the CA and its partners will take to achieve that vision by 2040. Upon adoption, the LTP will replace the existing LTP as referenced in the Programme Level FBC. The missions of the CA are,

- Home of real opportunity.
- A North East we are proud to call home.
- Home to a growing and vibrant economy for all.
- Home of the green energy revolution.
- A welcoming home to global trade.

3.1.2 Transport is an enabler to meeting all five missions. The LTP sets out three cross-cutting strategic themes for transport which underpin the delivery of the North East CA's missions:

- **A more inclusive economy** - The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.
- **A better environment** – The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.
- **A healthier North East** – The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

3.1.3 These three strategic themes help to deliver an integrated transport network which will ensure the North East CA's missions are achieved.

3.1.4 Investing in active travel infrastructure is critical; it aligns with the ambition, set out in the North East Active Travel Strategy, for active travel – walking, cycling and wheeling - to become the natural choice for short journeys, combined with public transport for longer distance travel, and for over half of these shorter journeys within the North East to be made by active travel by 2035 (based upon 2022 levels of 41% and 2018/19 levels of 37%). By achieving this increase in active travel journeys the region could:

- Boost the regional economy by approx. £350 million a year.
- Greatly reduce carbon emissions – saving around 80,000 tonnes of CO<sub>2</sub> emissions per year.

- Prevent approximately 1,000 premature deaths<sup>1</sup> – primarily due to increased physical activity levels for those who choose to travel actively.

- 3.1.5 This Strategic Dimension looks to identify the case for investment in active travel interventions, both now and in the future – setting out clear justification as to why active travel interventions account for the majority of this CRSTS programme, with schemes building upon prior investment through funding streams including the Transforming Cities Fund. It demonstrates the case for change - that is, a clear rationale for making the investment - and strategic fit - how an investment will further the aims and objectives of the North East region.
- 3.1.6 Section 5.4 of the accompanying Programme Business Case sets out a full review of recent investment in the region, which will be built upon as part of the CRSTS proposals, and relevant programme dependencies. In respect of active travel, examples of schemes that have been successfully delivered include £49.5m of investment through rounds of Active Travel Fund, delivery of high quality infrastructure across the region including improvements to the National Cycle Network, seafront schemes and city and suburban connections.
- 3.1.7 At a CRSTS programme level, North East CA want to deliver a region-wide, modern, robust transport system and promote greener, more sustainable travel. Investment will provide local authorities with the ability to deliver on the commitments set out in their LCWIPs, contributing to CRSTS objectives of modal shift and decarbonisation, whilst acting as a stepping stone to the significant investment, planned from 2027, that will bring about transformational change for the region.
- 3.1.8 To help us achieve the CRSTS vision, from an active travel perspective, North East CA has developed the following set of objectives:
- Identifying the existing Walking and Cycling network, its constraints, and opportunities – using the Active Travel Strategy.
  - Delivering exemplary active travel investments that improve and expand the network to target an uplift in Active Travel – building on the Local Cycle Walking Improvement Plans (LCWIPs).
  - Improving the safety, security, and accessibility of the network.
  - Integrating complementary funding and programmes of investment including LCWIPs, mobility hubs and at station investments.
  - Aligning with the Government's Gear Change 2020 strategy and embedding LTN 1/20 design quality standards, and other relevant national guidance (e.g. Manual for Streets 2, Inclusive Mobility), in all schemes.
- 3.1.9 The adopted North East Transport Plan provides the mechanism to ensure that CRSTS schemes, presented in this document, are not delivered in isolation but, instead, lead on to a longer-term

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<sup>1</sup> North East Active Travel Strategy (2023)



strategy that fully capitalises on the additional transformational funding that has been indicatively allocated for CRSTS2.

## 3.2 STRATEGIC CONTEXT

3.2.1 Included in the North East devolution deal is the ability for the region to receive substantial transport funding through the CRSTS allocations. In respect of commitments to active travel, the devolution deal sets out to provide:

- A step-change in high-quality active travel provision by prioritising investment in the cycling and walking networks identified through Local Cycling and Walking Infrastructure Plans (LCWIPs).
- An ambitious active travel plan creating a regional network of LTN 1/20 compliant routes, connecting active neighbourhoods to local hubs.
- Option to appoint an Active Travel Commissioner.
- A sequenced pipeline of active travel infrastructure schemes.

3.2.2 As detailed within the North East Devolution Deal, North East CA is currently undertaking a review and refresh of the inherited North East Local Transport Plan. As such, both the adopted North East Local Transport Plan, including the suite of sub-strategies, and the emerging refreshed North East Local Transport Plan have provided a policy foundation for the development of the CRSTS1 programme.

3.2.3 CRSTS will form a key delivery mechanism for the North East Transport Plan. The currently adopted North East Transport Plan includes a detailed pipeline of interventions that collectively deliver a green integrated transport network that works for all. This pipeline was utilised to select candidate schemes for funding through the CRSTS1 Programme; the pipeline of interventions that are included within the refreshed North East Local Transport Plan, will provide a foundation and platform for the transformational scale of the second North East CRSTS settlement.

3.2.4 Further detail, relating to development of the North East CRSTS programme, and how this aligns with other regional plans and strategies, can be found in the CRSTS Programme Business Case document.

## 3.3 THE NORTH EAST CONTEXT

3.3.1 North East England is a unique and incredibly diverse geographical region, encompassing large and densely populated urban conurbations, a surrounding landscape of sub-urban towns and semi-urban villages, a much larger area of former mining villages and, beyond them, sparsely populated rural and coastal communities. According to the 2021 Census, the North East region has a population of 1.97 million, with 79% of people living in urban areas and 21% living in rural locations.

3.3.2 The CRSTS Programme Business Case sets out a more detailed overview of the North East region and those that live within it.

3.3.3 In the context of active travel, the Covid-19 pandemic had a significant impact upon the way that people live and work, with far more activity now taking place online and the Covid recovery period has seen road traffic volumes increase by up to 20%, when compared to pre-pandemic levels. There is an opportunity in the North East for people to convert some of their journeys to cycling, walking and wheeling, particularly shorter journeys that are currently being made by car.

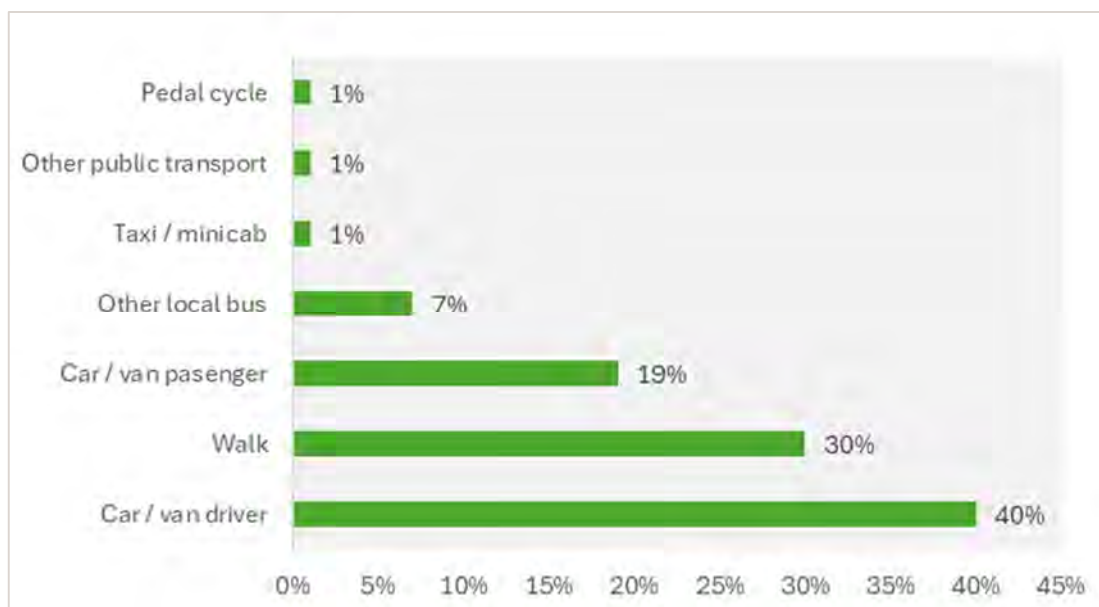
## THE NORTH EAST ACTIVE TRAVEL NETWORK

- 3.3.4 The North East's existing active travel network is as diverse as the region itself, with a variety of former railway routes that serve as active travel paths and cycle routes. The historic 19th century Waggonways network, once used to transport coal from mines to ships at rivers, is now a significant active travel asset, providing off-carriageway routes for people to walk, wheel and cycle between different communities.
- 3.3.5 For cycling, specifically, the region has a mixture of traffic-free and on-road cycle routes, including sixteen routes that form part of the National Cycling Network (NCN). The Tyne Pedestrian and Cyclist Tunnels, first opened to the public in 1951, are also still widely used today linking North and South Tyneside.
- 3.3.6 However, the unique geography also means that the challenges and barriers are different, depending upon the location. In recent years, the North East has successfully bid for and been awarded funding to unlock investment in active travel, and this has been used to improve the network. But much more needs to be done – the schemes proposed for delivery under CRSTS aim to build upon this track record of delivery and drive further improvements and take up of active modes, preparing for the kind of transformational change that will be delivered as part of a second phase of CRSTS for the period 2027-2032.

## TRAVEL PATTERNS IN THE NORTH EAST

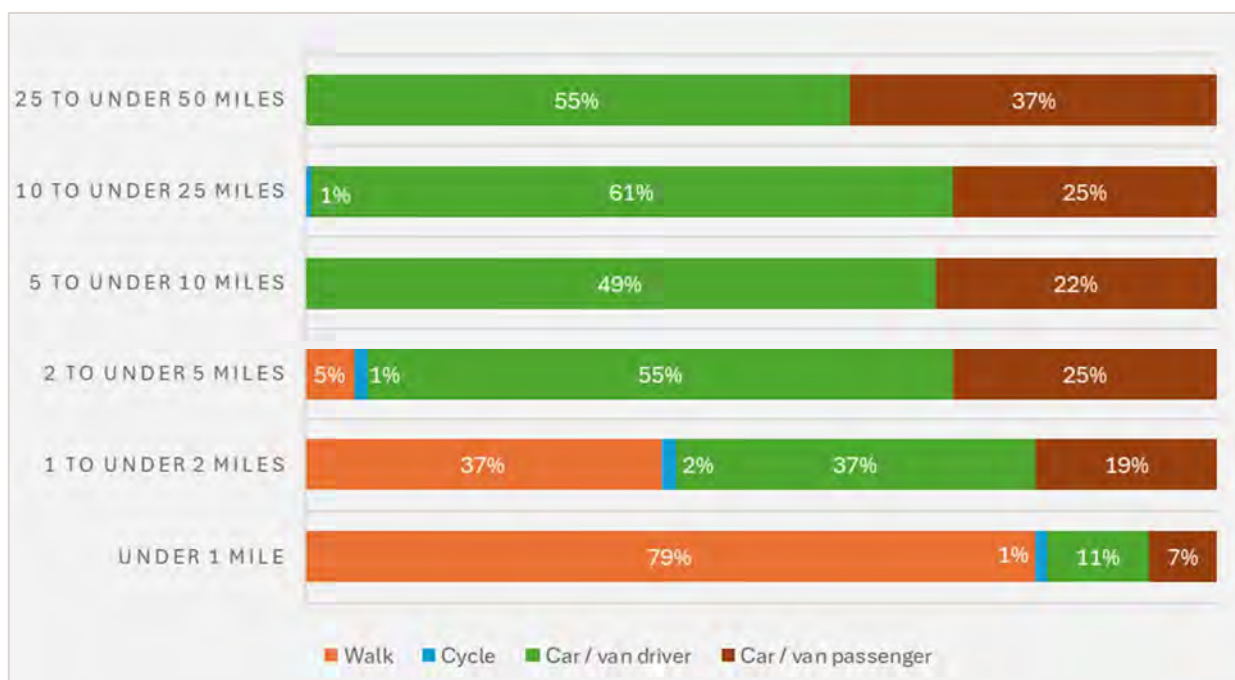
- 3.3.7 This section presents a summary of car use, across the region, alongside that of active travel modes; information on public transport use can be found in Section 2.4.4 of the accompanying Programme Business Case.
- 3.3.8 As detailed in the North East Transport Plan, and discussed fully in the CRSTS Programme Business Case, the North East continues to see rising levels of car use and ownership. As can be seen in Figure 3-1, private vehicle remains the most common form of travelling in the region, resulting in worsening levels of congestion and poorer air quality.

**Figure 3-1 - North East Transport Choices: National Travel Survey (2022)**



- 3.3.9 Investment in active travel presents the opportunity to start to reverse this trend, and to reduce reliance on private vehicles, with shorter journeys having the greatest potential for modal shift.
- 3.3.10 According to the regional breakdown of the 2022 National Travel Survey (NTS) by distance, 81% of journeys under one mile in the North East were made by active travel while 19% were made by a car or van (see Figure 3-2, showing active travel and private vehicle mode share). However, for journeys above 1 mile and under 2 miles, only 39% were made by active travel, with cars and vans making up 56% of journeys. For trips above 2 miles and under 5 miles, only 6% of trips were made by active travel while 80% were made by car or van; it is these shorter journeys, currently made by car, that have the greatest potential to be converted to active travel.

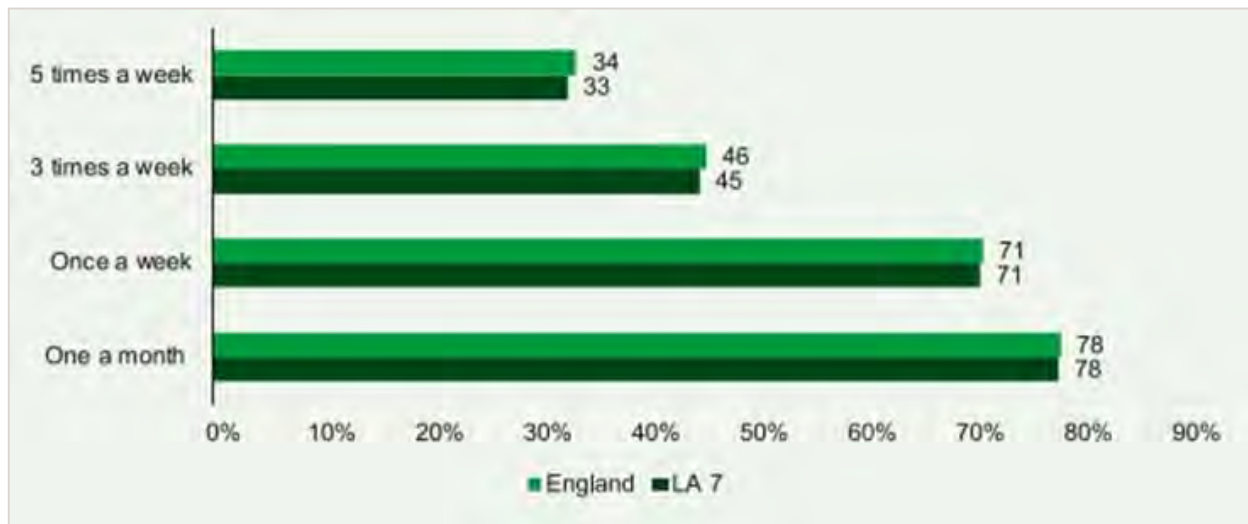
**Figure 3-2 - North East Transport Choices By Distance (Active Travel / Private Vehicle): National Travel Survey (2022)**



- 3.3.11 Despite the dominance of car use, as a region, the North East achieves close to national level average rates for walking, wheeling or cycling, considering trips made once a month, once a week, and five times a week. Research by the Department for Transport (Figure 3-3) shows that 71% of people in the North East walk or cycle as part (or all) of a journey at least once a week, while 88% of respondents to a 2022 survey on walking and wheeling in Tyne and Wear stated that they either would or do walk five minutes to access public transport as part of the same trip.

- 3.3.12 The North East Travel Survey (2022) found that the type of journeys that people most often walked were attending education, for leisure and for shopping. For cycling, it was commuting, attending education and leisure.

**Figure 3-3 - How often do people in the region walk, wheel or cycle: Department for Transport (2022).**



- 3.3.13 Cycling, as a mode, has shown signs of growth and, in 2022, an increase in cycling of around 6% compared to pre-pandemic levels was reported, with some routes seeing larger rises. A 2022 survey in Tyne and Wear found that 60% of respondents who cycled did so at least once a week, with the majority cycling 3-5 days a week. Research also showed that while 51% of people who cycle had not changed their amount of cycling over the last 12 months, 20% were cycling slightly more or much more than 12 months ago. The region also has high levels of access to a bicycles, with around half of respondents owning one and a further 6% able to borrow one when required in 2022; this was 10% higher than the national average of 47%.
- 3.3.14 Walking has proven largely resilient to the increase in road traffic volumes and is still the primary mode of travel to school for 5–16-year-olds, at 45%; however, this gap has been decreasing, particularly at primary school age. Journeys to school by active travel modes, across the region, are now 15% below the national average, with only one other region of the country (West Midlands) having a lower proportion of active travel trips for this purpose.
- 3.3.15 Changes to some working habits, as a result of the Covid 19 pandemic, also have the potential to create long term shifts in active travel patterns, should they prove to be permanent. According to the Office for National Statistics (2022), around 22% of employees in the North East work mainly from home, with shifts towards hybrid working in many industries meaning that people are spending less time in the workplace, and more time at home. The North East has a slightly lower percentage of homeworking than London, the South East, North West and South West, and is around 2% below the national average for England but, for those who may now walk, wheel or cycle less as a result of changing working patterns, active travel for leisure becomes even more important to ensure that they remain healthy and mobile, as well as for the maintenance of active travel rates in the region.



### 3.4 THE CASE FOR CHANGE

- 3.4.1 In developing the Strategic Dimension, it is necessary to identify the challenges (both current and future) experienced across the North East, as well as demonstrating opportunities for improvement of the region's active travel network, aligned with the objectives of CRSTS, which are:



#### GROWTH & PRODUCTIVITY

- 3.4.2 The North East Transport Plan (2021), states that ‘the North East economy, measured by GVA levels (total and per capita), is performing below the national average, with a significant productivity gap and a smaller than average private sector economy.’ Further detail, relating to the region's economic performance, is contained in Section 2.4.1 of the accompanying Programme Business Case.
- 3.4.3 An increase in the use of active modes can bring with it significant economic benefits, both for individuals and the wider local economy.
- 3.4.4 For individuals, the average North East household spent £77 per week on transport between 2019-2021; this is 14% of household expenditure, up from 12% between 2013-2015. This spend has been compounded by the cost of living crisis and associated rates of inflation, which have significantly impacted fuel costs. Trips undertaken by active travel are much cheaper than by private car (often free) and could provide an opportunity to reduce outgoings for those able to switch their transport choices.
- 3.4.5 Looking more widely, the INRIX 2023 Global Traffic Scorecard estimates that traffic congestion cost the UK economy nearly £7.5 billion in 2023 (a £718m increase since 2022), which equates to an average of £558 (and 61 hours) in lost time per driver; physically active workers have been shown to take 27% fewer sick days and turnover can be reduced by up to 16%. Economic modelling, commissioned by Transport North East (now part of the North East CA), estimated that, even without significant changes to travel behaviours, active travel will provide over £1.2 billion benefit to the North East region by 2035<sup>2</sup>. It also estimated that, if every driver in the North East switched one journey per week from car to active travel, it would result in around £50 million further benefit for the area's economy.

<sup>2</sup> North East Active Travel Strategy, June 2023

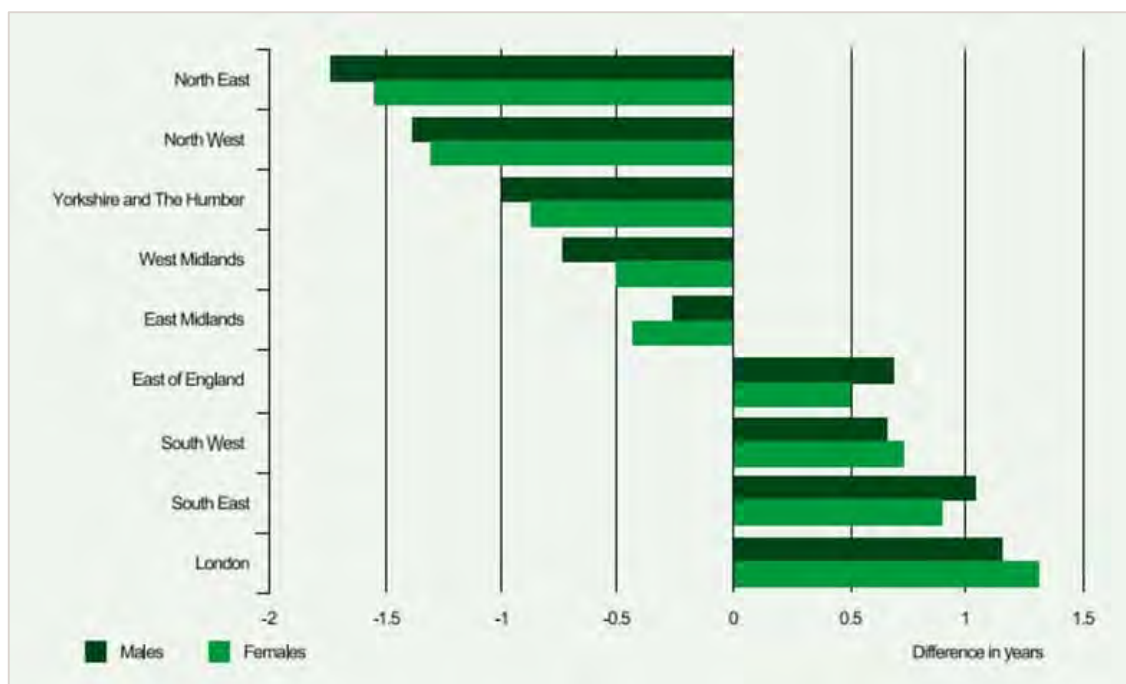
- 3.4.6 Research has shown that improved active travel infrastructure can also enhance the performance of local businesses, and that walking and cycling schemes can increase retail sales by at least 30%<sup>3</sup>. The reasoning behind this is that, by investing in better streets and spaces for active travel, there is potential to increase footfall and attract more customers to local businesses.
- 3.4.7 With all of the above considered, economists estimate that every active trip generates £1.50 for the local economy; furthermore, Sustrans state that there could be up to 26p per mile benefit for walking and wheeling and 1.15p per mile benefit for cycling.

## INCLUSIVITY

### Health and Wellbeing

- 3.4.8 The North East region has the least physically active population in England; national surveys have shown that 1 in 4 adults in the region are physically inactive, in that they undertake less than 30 minutes of physical activity per week, and 1 in 4 children are classified as obese when starting secondary school. This is contributing to poor health outcomes (both physical and mental), unnecessary premature deaths and an additional cost burden to NHS services - it has been estimated that physical inactivity is currently costing the NHS in the North East in excess of £19 million per year.

**Figure 3-4 - Life expectancy differences from England average by region for males and females: Office of National Statistics (2020).**



<sup>3</sup> North East Active Travel Strategy, June 2023

- 3.4.9 The above is evidenced by the fact that the region is in poorer general health than other regions in England; the North East has the lowest average life expectancies (**Figure 3-4**) and the highest rates of adult obesity (32% of adults), physical inactivity (26% of adults), and long-term musculoskeletal conditions (21% of people). There are also significant health inequalities across the North East; men living in the most deprived areas experience an average life expectancy that is 12 years less than that in the least deprived areas – for women in these area, they could expect to live (on average) 9.5 fewer years.
- 3.4.10 People who are physically active tend to live longer, as well as spending more of their lives in good health; they have a reduced risk of obesity, cardiovascular diseases, cancers, type 2 diabetes, musculoskeletal conditions, disability, and mental health conditions. Active travel is one of the most accessible and practical ways for people to move more and to achieve recommended activity levels, with the greatest benefits gained by those moving from lower levels of activity to increased levels. For children, walking, wheeling or cycling from an early age can help them build confidence in their environment while also helping to establish healthy physical activity behaviours for life, helping us to tackle the issue of childhood obesity.
- 3.4.11 Physical activity is also proven to have benefits for mental health and wellbeing, reducing depression by up to 30%. Analysis undertaken of eighteen ‘waves’ of the British Household Panel Survey<sup>4</sup> (between 1991/92 – 2008/9) showed that, compared to driving, wellbeing was higher when using active travel modes and that switching from car driving to active travel improved wellbeing (specifically, it was found that the use of active travel reduced the likelihood of two specific GHQ12 psychological symptoms). Importantly, the benefits of active travel were shown only to increase with journey length – wellbeing increased with travel time for walkers but decreased for car drivers.
- 3.4.12 Being the least expensive and most accessible form of transport, active travel (particularly walking) has a critical part to play in reducing health inequalities across the region.

### Inclusion

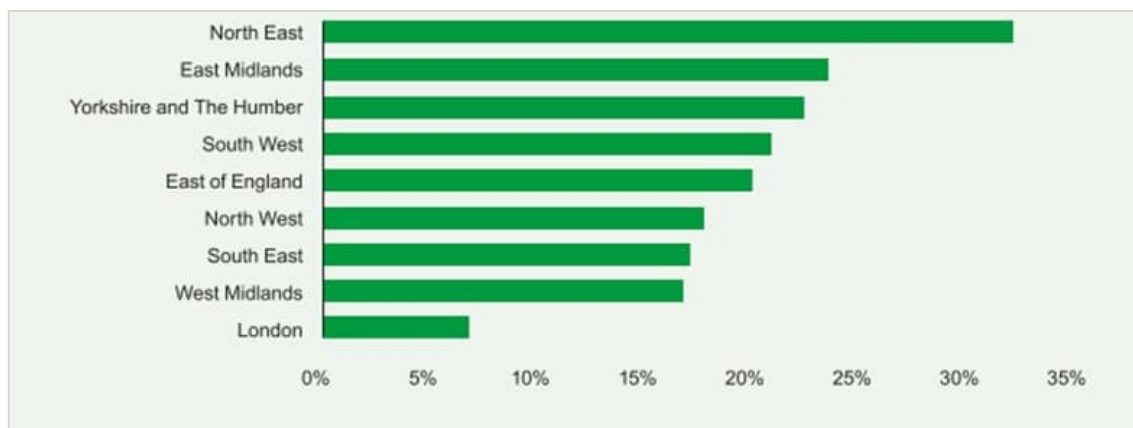
- 3.4.13 Research shows that, in high income countries, social isolation was associated with a 29% increase in the risk of death, a 29% increase in the risk of coronary heart disease and a 32% increase in the risk of stroke<sup>5</sup>. In 2022, Transport for the North published a report that looked at the theory of transport related social exclusion (TRSE) in the north of England; TRSE is defined as being unable to access opportunities, key services and community life due to poor transport links.
- 3.4.14 The report showed that 31.5% of North East residents are at ‘high’ risk of TRSE, which is significantly higher than other parts of the country, as shown in Figure 3-5.
- 3.4.15 Across the region there are areas that suffer from poor access to jobs, education, health and basic services, by all forms of transport; to compound the issue, these areas often overlap with areas of high levels of vulnerability to social exclusion.

<sup>4</sup>

<https://www.sciencedirect.com/science/article/pii/S0091743514003144#:~:text=Compared%20to%20driving%2C%20wellbeing%20was,walkers%2C%20but%20decreased%20for%20drivers.>

<sup>5</sup> <https://gh.bmj.com/content/6/3/e004124#xref-ref-4-1>

**Figure 3-5 - Population at high risk of transport related social exclusion in regions of England (Lower super output areas): Transport for the North (2022).**



- 3.4.16 Increasing levels of active travel has the potential to bring about social benefits for the region; it can help to connect people, reduce separation between groups, and improve cohesion and integration of communities. Enabling more people to walk, wheel and cycle, and combining this with public transport for longer journeys, could also help better connect people to opportunities such as employment, education, health and leisure services.
- 3.4.17 Based upon the above, it can be concluded that supporting the implementation of more and better active travel initiatives in the region's towns, cities and neighbourhoods has the potential to improve the quality of life for people in the North East.

### Road Safety

- 3.4.18 In 2023 there were 3,096 casualties (of all severities) reported in the North East, across all modes of travel<sup>6</sup>; this compared to 3,098 reported in 2022. The North East Transport Plan's key performance indicators include improvements to road safety, measured by the number of people killed or seriously injured as well as improvements to the number of slight injuries on the network.
- 3.4.19 Vulnerable road users (defined as pedestrians, pedal cyclists and motorcyclists) are the most at risk groups, with much higher casualty rates per mile travelled when compared with other road user groups (as shown in Figure 3-6).

<sup>6</sup> Traffic and Accident Data Unit



**Figure 3-6 - Casualty rate per billion vehicle miles by road user type - NE LA7 area: North East Transport Plan (2021).**

Road user	2019	2018	2017	2016
Pedestrian	61	64	66	73
Pedal Cyclist	5,898	5,745	5,546	5,946
Motorcyclist	4,639	4,462	4,866	6,764
Car Occupant	310	327	354	428
Bus Occupant	1,398	2,060	1,929	2,633

- 3.4.20 This goes some way to explaining why people are reluctant to cycle and is why there is a need to segregate pedestrians and pedal cyclists from cars, where possible, to improve road safety for the most vulnerable road users.

### DECARBONISATION (AIR QUALITY)

- 3.4.21 In 2023, the domestic transport sector remained the largest greenhouse gas emitting sector in the UK, accounting for 29.1% of all emissions and contributing approximately 111 million tonnes<sup>7</sup>, as shown in Figure 3-7.

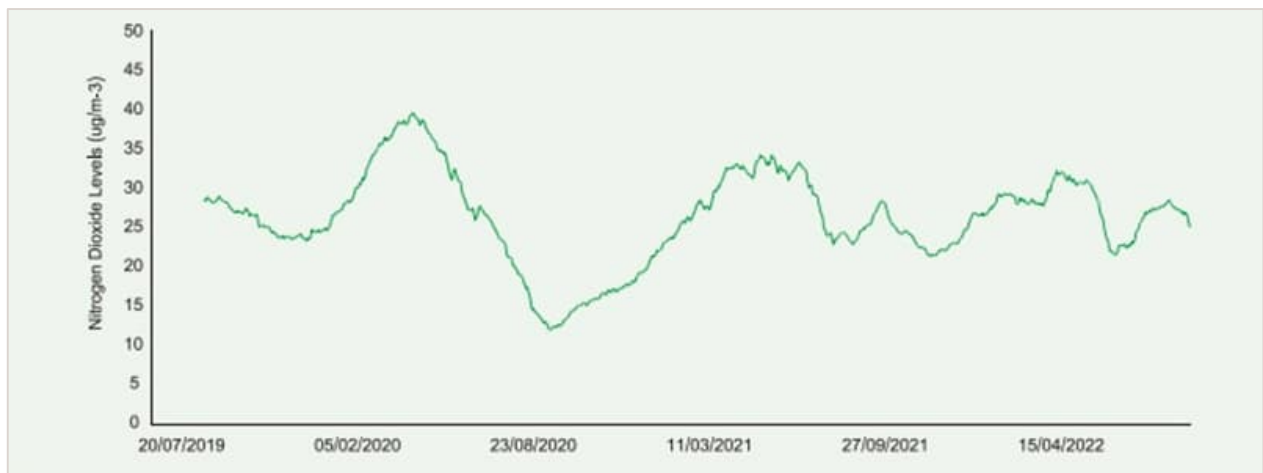
**Figure 3-7 - Net UK territorial greenhouse gas emissions by TES sector (2023)**



<sup>7</sup> <https://assets.publishing.service.gov.uk/media/6604460f91a320001a82b0fd/uk-greenhouse-gas-emissions-provisional-figures-statistical-release-2023.pdf>

- 3.4.22 In 2022, greenhouse gas emissions from transport in the North East totalled 2,989 kt CO<sub>2</sub>e (carbon dioxide equivalent); 48% of this was from A roads, 41.5% from minor roads, 7.5% from motorways and the remaining 3% from diesel railways and other transport<sup>8</sup>.
- 3.4.23 The North East CA, and all of its seven local authorities, have declared a climate emergency and there are currently four active Air Quality Management Areas (AQMAs), across the region.
- 3.4.24 Diesel and petrol motor vehicles emit air pollutants that are harmful to both short and long-term health, particularly issues of the respiratory and cardiovascular systems. Air pollution is the greatest environmental risk to public health and is linked to around 40,000 early deaths each year in the UK, including an estimated 360 deaths each year in central Tyneside. Those living in more deprived areas can often be disproportionately affected by poor air quality, which can further exacerbate the health inequalities discussed earlier in this section.
- 3.4.25 The potential benefits that higher levels of active travel can bring has already been seen; during the Covid-19 pandemic, active travel accounted for 32% of all journeys across the North East area – 7% higher than pre-Covid levels, bringing with it a reduction in emissions and associated improvements in air quality in cities, towns and neighbourhoods. Figure 3-8 shows the trend in nitrogen dioxide levels for Newcastle city centre for the period 2019-2022, with a noticeable decrease in 2020 – at the peak of the Covid-19 pandemic.

**Figure 3-8 - Background nitrogen dioxide in Newcastle City Centre (2019-2022).**



- 3.4.26 The impact of the Covid-19 pandemic, upon travel patterns, resulted in the launch of the Active Travel Fund (initially the Emergency Active Travel Fund), which aimed to provide more space to pedestrians and cyclists via a mixture of temporary and permanent schemes. The ATF has since been provided over a further four tranches to 2024, with the North East CA (previously TNE) awarded £49.5m (excluding Active Travel Capability Fund) for the delivery of active travel schemes across the region (the North East's allocation under Tranche 3 was the highest in the country).

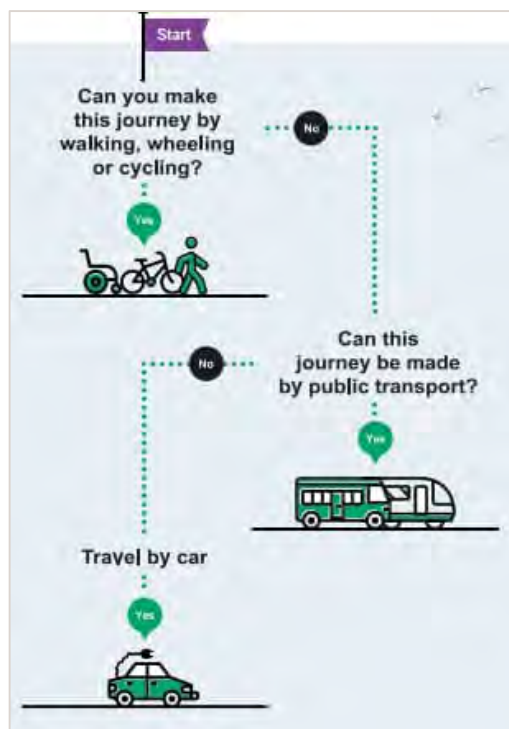
<sup>8</sup> <https://evidencehub.northeast-ca.gov.uk/report/transport-greenhouse-gas-emissions>

- 3.4.27 As is the intention with this CRSTS funding, each of the ATF tranches of schemes looked to build upon and maximise the success of those that came before, with the early schemes acting as a catalyst for further investment.
- 3.4.28 Modal shift, discussed in the next section, is essential in decarbonising the transport sector in line with carbon budgets and Net Zero. As recognised by the Climate Change Committee the transition to electric vehicles will not happen quickly enough. A comprehensive approach, including modal shift, is required to reduce the overall demand for private vehicles. This approach is also highlighted in the North East Local Transport Plan which appraises the interventions within the plan against carbon pathways to aid decision making in future investments.
- 3.4.29 As detailed in the Economic Case, the active travel sub programme is forecast to result in a reduction of -2,918,666 vehicle kms over 40 years. This is estimated to provide a carbon saving of -8,979 tCO<sub>2</sub>e over 40 years. While this is a modest saving in the context of total surface transport emissions in the North East this assessment is likely an underestimate of the behavioural change and associated carbon savings that these schemes could enable in-combination with wider policies and investments in active travel and integrated transport infrastructure. As such, by enhancing sustainable transport options, this programme of schemes strongly aligns with the necessary transport outcomes needed to decarbonise transport in line with carbon budgets and Net Zero.
- 3.4.30 The carbon impact of individual schemes, in terms of whole-life carbon budgets, will be considered as part of scheme development and will be included in the Assurance Statement process; this may include the incorporation of innovative approaches, although detail is not available at this stage of development.

## MODAL SHIFT

- 3.4.31 The currently adopted North East Transport Plan clearly sets out the region's ambitions in respect of mode shift to more sustainable and active modes. Central to the Plan is the ambition to provide solutions to help people make greener travel choices and, with 56% of the region's commuting trips under 10km and 37% under 5km, there is a significant opportunity to encourage this shift.
- 3.4.32 The reason behind the Plan's ambitions is considered to be a simple one - effectively helping people to make the most sustainable transport choice will be the most cost-effective way of achieving the North East Transport Plan's vision and objectives. More than that, transitioning the number of journeys people make onto more sustainable modes will drive the economy and improve the environment. North East CA want as many journeys as possible to be made in a sustainable way; this means people in the region stopping to think about their travel choices before a journey gets underway. To this end, the lead policy of the Transport Plan is '*helping people to make the right travel choice*', with a 'decision tree' (Figure 3-9) developed, to help people consider their options when they need to make a journey.

**Figure 3-9 - Decision tree: "Helping people to make the right travel choice"**



- 3.4.33 People want sustainable transport infrastructure and services to be good enough that they offer a credible alternative to the use of the private car, for some trips. There is a need to make the North East's sustainable transport more inclusive, helping to overcome barriers and ensuring that sustainable choices are available and accessible to everyone, leaving no one behind.
- 3.4.34 It's recognised that the car will be the only option for some journeys and is likely to continue to be the most popular form of transport in the region. That aside, North East CA want to continue to expand the number of people who can use sustainable transport for their journeys and central to this is to make it as easy as possible to travel sustainably.
- 3.4.35 The growing North East active travel network has had £80m of investment in recent years (via Active Travel Fund, Active Travel Capability Fund and Transforming Cities Fund – excluding match funding) and encompasses rural and urban areas, with 16 routes that are part of the National Cycling Network<sup>9</sup>. In some urban parts of the region, cycling to work has increased by 2.5 times in 6 years. The public has told us that they support measures to increase space for cycling and walking on high streets, with 86% of respondents to an Insight survey saying that they feel more footpaths should be built along current roads – 81% felt the same about cycle paths; aligned to this, 56% of Central Tyneside residents have said that they want more spent on walking provision (49% also wanted more spent on cycling provision).

<sup>9</sup> North East Transport Plan Page 33



- 3.4.36 Facilities for active travel are a vital component of the region's transport network, and the developing cycling network requires further investment to deliver its full potential, economically, environmentally and as a way of improving health. The opportunity afforded by CRSTS provides us with the ability to invest accordingly, to build on what has already been achieved while also preparing to deliver transformational change through CRSTS2.

### 3.5 THE IMPACT OF NOT CHANGING

- 3.5.1 The previous section has examined the current situation and set out the case for change. Looking to the future, the case for investment is demonstrated by the impact of not changing.
- 3.5.2 As set out above, the North East region is recognised as having some of the country's highest levels of social inequality, and as being at significant risk of Transport Related Social Exclusion. Without investment in measures that will support economic growth, and connect people with opportunities, this gap will continue to widen.
- 3.5.3 Car use across the North East continues to increase, a trend that is not predicted to change and will continue to impact the region's net zero commitments. Investing in active travel will drive modal shift, away from the private car, to more sustainable modes, by improving the journey experience and supporting public transport use.
- 3.5.4 The region's population is the least physically active in the country; with this comes poorer general health, lower life expectancy and a greater burden on the NHS – something that will continue, without intervention. While active travel is not the only contributor to this, it will play a key role in reversing this historical trend and, as such, investment is needed to make active travel more attractive, accessible and convenient.
- 3.5.5 Investment is critical - the Labour Government has been clear in its intent, stating that "We are a mission-driven government with a laser focus on accelerating to net zero, kick-starting economic growth up and down the country, and improving health outcomes as part of building a National Health Service fit for the future. Investment in active travel – getting more people walking, wheeling and cycling – will be key to achieving all three of those objectives.

### 3.6 BARRIERS TO CHANGE

- 3.6.1 The previous section has set out why there is a need for change on the region's transport network, and the areas that stand to benefit from increased levels of active travel. However, there are also barriers to achieving this, as this will be what is addressed through investment in (and delivery of) the proposed subprogramme.
- 3.6.2 The North East Active Travel Strategy brings together the findings of various studies and engagement campaigns<sup>10</sup>, aimed at helping us to better understand perceptions and barriers to active travel for the region's residents and businesses.

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<sup>10</sup> Public Attitudes Survey for North East Active Travel Fund (2021) • Making the Right Travel Choice – Market Research with North East residents and employers (2022) • Making the Right Travel Choice Strategy – Public Consultation (2022) • Nexus Insight Panel – o Walking and wheeling (2022) o Cycling (2019 and 2022) • North East Underrepresented Groups in Cycling Market Research (2022) • Active Travel Strategy Stakeholder Forum (2022)

3.6.3 A number of key themes have been identified, as being important to people when considering walking, wheeling and cycling; these include:

- Safety and security (including perceptions of safety and security)
- Access for all and maintenance
- Coordination and integration
- Journey times and perceptions of convenience.

3.6.4 There is a need to address these perceived barriers, enabling people in the region to choose active modes for more of their journeys and helping to achieve the visions of ‘moving to a green, healthy, dynamic and thriving North East’ and ‘a green, integrated transport network that works for all’.

### SAFETY AND SECURITY

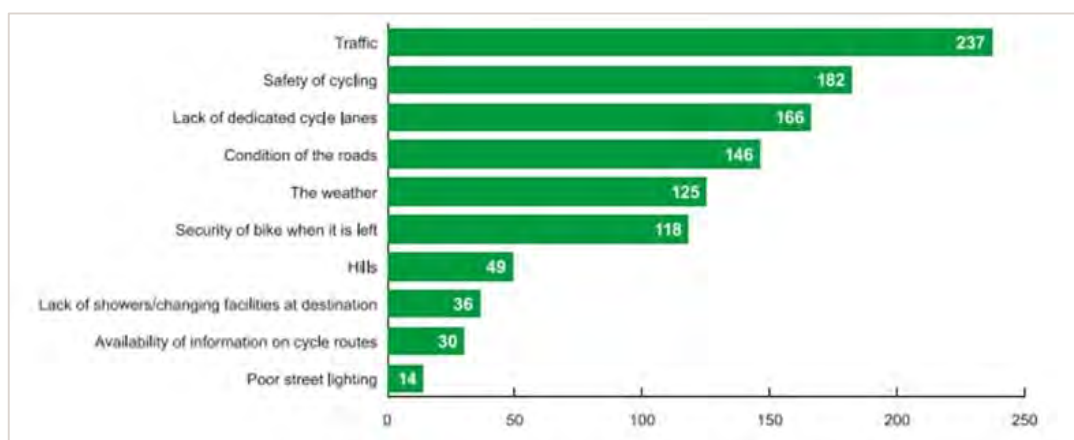
3.6.5 The most significant concern regarding walking was reported as being possible threat from other people in a poorly supervised urban environment, with 47% of respondents to the North East Travel Survey (2022) reporting feeling either unsafe or very unsafe - due to a fear of crime or disorder - while walking at night, compared to 6% during the day.

3.6.6 When asked about the main barriers to cycling in the region, as part of the Nexus Insight Panel on cycling (July 2022), cyclists and non-cyclists agreed that the main concern is traffic (Figure 3-10).

3.6.7 Evidence suggests that concerns about safety when walking or cycling are a significant deterrent factor to the use of these modes. Among cyclists and potential cyclists, concerns about negotiating roads, the risk from other traffic and potential cycle theft are paramount.

3.6.8 The perception is that roads are dangerous places for cycling due to the amount and speed of other road traffic, coupled with a lack of segregated cycle routes. Underrepresented Groups in Cycling research, undertaken in 2022, found that, despite most people having journeys that could feasibly be made by bicycle, it was not uncommon for them to completely discount road cycling as a result of safety concerns. Notably, in particular, women and those aged 60+ are most likely to perceive that it is unsafe to cycle on roads.

**Figure 3-10 - Key barriers to cycling in the region: Nexus Insight Panel (2022).**



3.6.9 The findings, set out above, suggest that there may be latent demand for cycling and walking, for shorter trips that could easily be undertaken by active mode. Through investment in high quality,

dedicated active travel infrastructure, there is the potential to change the perceptions of safety and bring about modal shift – in line with the objectives of CRSTS.

## **ACCESS FOR ALL AND MAINTENANCE**

- 3.6.10 People with restricted mobility (such as wheelchair users, people with pushchairs, and vulnerable groups) have highlighted issues that impact on their ability to adopt active travel modes. Common barriers include ‘street clutter’, a lack of dropped kerbs, turning spaces, and ramps, and where narrow paths result in the potential for conflict with other users of the space. Disabled people, in particular, face greater barriers to travel than non-disabled people, taking 30% fewer walking trips (Sustrans, Transport for All, 2023). This can prevent access to essential services, like healthcare and food, opportunities in work and education, and can lead to reduced independence and a higher risk of isolation.
- 3.6.11 Sustrans’ 2023 Disabled Citizens Enquiry also found that people are prevented from walking and wheeling by damaged, poorly maintained and low-quality pavements, with the most significant issues being uneven surfaces, lack of dropped kerbs, slippery conditions, inconsistent design and inaccessible diversions around building works. Addressing these barriers can help to ensure that active travel is accessible to all, regardless of age, sex, race or disability.
- 3.6.12 Amongst the more general population, as reported in the Nexus Customer Insight Panel (2022), the lack of consistency in the quality of active travel routes is strongly highlighted as a barrier to travel by these modes, with 53% of respondents either dissatisfied or very dissatisfied with the condition of cycle routes in the region. The stop-start nature of segregated cycle lanes, resulting in cyclists having to share road space with other road traffic, was also referenced as a deterrent to cycling for some. Many respondents considered that enhanced pedestrian and cycling infrastructure could make trips shorter, safer and more pleasant.
- 3.6.13 Safety concerns also included perceptions that, in rural areas, there is a lack of pavement space, with narrow roads and high speed limits (60 mph) along some non-residential roads that are often shared between motor vehicles, cyclists and pedestrians. Improvements to active travel infrastructure in these areas were perceived as being more difficult, for a number of reasons including the need to achieve the latest design standards, which often conflict with the characteristics of some of the region’s rurally based towns and villages.
- 3.6.14 Many rural towns have a relatively high volume of road traffic, but limited space to accommodate pathways and constrained widths between building lines. Additionally, the scope of Local Cycling and Walking Infrastructure Plans (LCWIPs) is perceived to focus on urban areas, potentially impacting upon the ranking and prioritisation of rural improvements. Another specific rural challenge is the difficulty in identifying potential high-use corridors, as there is less demand for active travel routes compared to urban environments.

## **COORDINATION AND INTEGRATION**

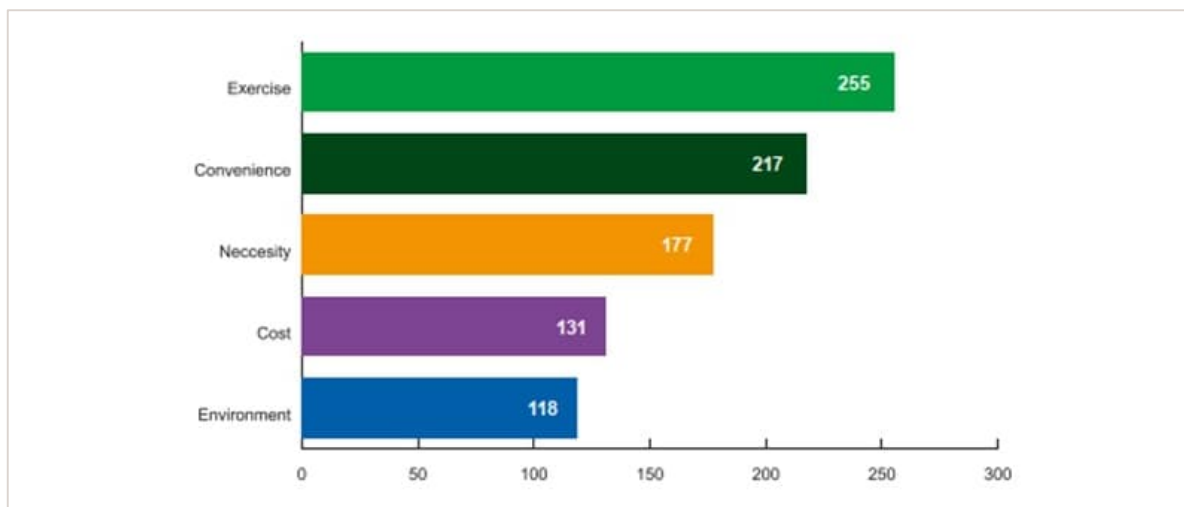
- 3.6.15 A perceived lack of integration, between active travel and public transport, is a barrier to making longer journeys that require the use of more than one mode. The CRSTS programme (particularly this Active Travel Sub-programme and the Connected Stations Sub-programme) has a strong focus on delivering an integrated transport network – enabling seamless transition between different forms of transport as part of the same journey, improving connectivity within the region, with other parts of the UK and internationally.

- 3.6.16 The emerging Local Transport Plan aims to create a green, integrated transport network that works for all – in doing this, sustainable transport will be made more attractive, convenient and safer for both the movement of people and freight. In turn, this will have a positive impact on communities in the North East, linking people to employment, education, healthcare provision, leisure opportunities and other essential services.
- 3.6.17 Improved cycle routes, segregated from road vehicle traffic, that link to public transport stations or interchanges are shown to be important considerations when people are considering whether they could combine active travel with public transport use for longer journeys; this integration of active travel and public transport is particularly important in rural areas, due to the distances involved.
- 3.6.18 The emerging Local Transport Plan states that “*creating a fully integrated transport network...could make active travel and public transport more attractive options, enabling more sustainable journeys to be made*” and that “*infrastructure that enables people to walk, wheel or cycle should be central to the transport network and should link to public transport for longer journeys*”.

### JOURNEY TIMES AND PERCEPTION OF CONVENIENCE

- 3.6.19 Convenience (or the perception of) is a key consideration for people deciding whether to use active travel modes for their journey, ranked second – only behind exercise – as the main motivation for people choosing to walk (Nexus Customer Insights Panel, 2022, and shown in Figure 3-11).

**Figure 3-11 - Motivations when deciding to walk or wheel: Nexus Insight Panel (2022).**



- 3.6.20 Research, undertaken by Transport North East (now part of the North East CA), highlighted a belief amongst participants that many of their regular journeys cannot be walked, wheeled, or cycled because of the distance, and a view that it would take too long.
- 3.6.21 Additionally, the practicability of actually getting people to consider switching short car journeys to active travel was questioned, primarily due to the perceived ease of car use. Spatial planning and new development were also cited as a barrier to the convenience of cycling, walking and wheeling as new developments, such as housing, have not provided a good standard of active travel infrastructure. Another issue highlighted was a perception of new developments being located away from city and town centres with poor and indirect walking and cycling routes.

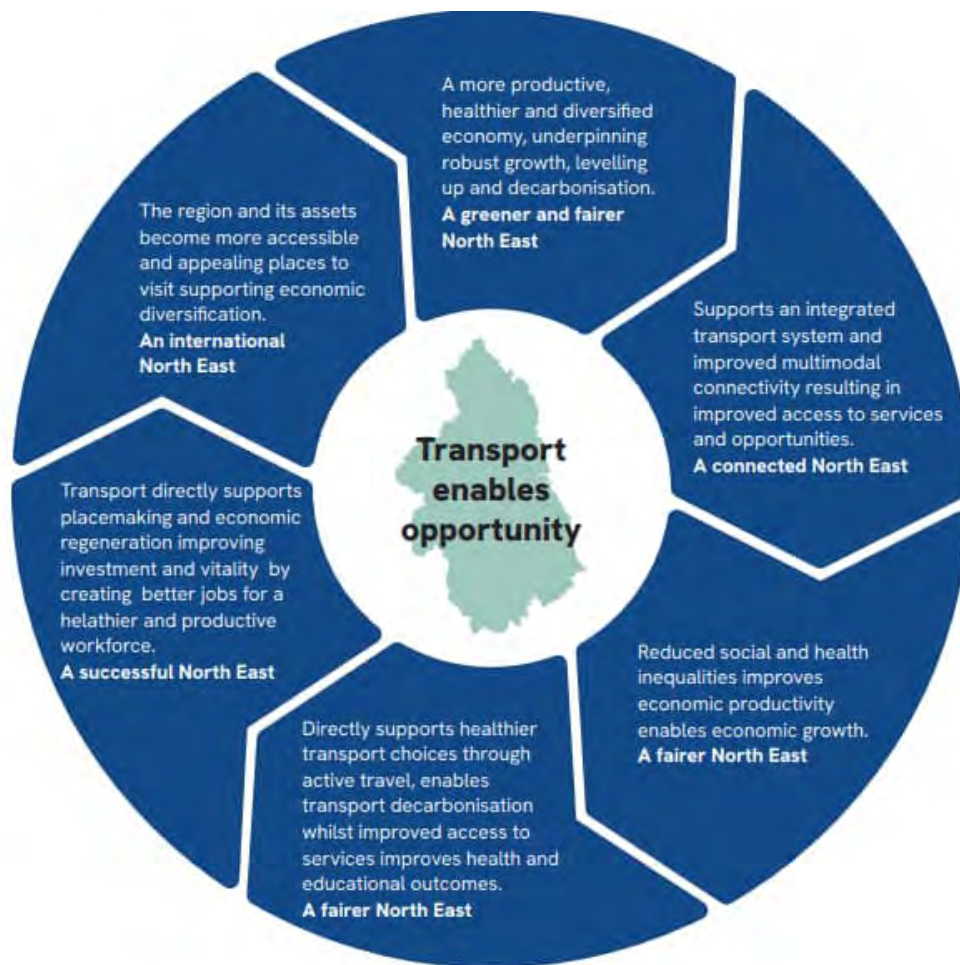


- 3.6.22 A further barrier, frequently referenced, was a lack of secure cycle storage – both at workplaces and transport interchanges. Research by the British Council for Offices (2019) found that up to 38% of British office workers would consider commuting by bike if their workplace offered better facilities whilst the perceived lack of secure cycle storage at destinations was a barrier amongst those more open to cycling as means of transport. (Underrepresented Groups in Cycling in the North East, September 2022).
- 3.6.23 The main barrier to the take up of e-bikes is considered to be the current lack of public charging availability. In 2021, the last year that there were figures available for both, approximately 190,000 electric cars were registered in the UK in 2023, compared to 160,000 e-cycles, but there are now more than 60,000 e-car charging points and only a limited number of e-cycle charging points. Sustrans is working with partners to place e-bike charging stations on the National Cycle Network to enable people to travel longer distances across the UK using electric bikes; this is an ongoing project and there is currently no provision on the NCN within the North East region.

## 3.7 OPPORTUNITIES

- 3.7.1 The opportunity afforded by the North East's historic Devolution Deal, election of the region's first Mayor, and the allocation of funding as part of CRSTS and CRSTS2, is set out in Section 2.7 of the accompanying Programme Business Case.
- 3.7.2 Put simply, a Devolution Deal for the region means the unlocking of £4.2 billion of investment over 30 years, with additional powers transferred to local people with better knowledge and experience of the region and the communities they serve. Figure 3-12 sets out the vision for the North East, as a result of investment in transport.
- 3.7.3 The North East Transport Plan's associated Active Travel Strategy and the region's LCWIPs – and, importantly, the pipeline schemes they identify – provides a suite of already defined schemes and ideally positions us, as a region, to maximise CRSTS investment. The nature of these already defined schemes provides the opportunity for CRSTS to achieve “quick wins” in key areas, which will unlock further development of active travel networks – acting as a catalyst for the kind of transformational change that will be made possible by investment through CRSTS2.
- 3.7.4 As set out in the accompanying Programme Business Case, aside from the ‘typical’ transport benefits that this sub-programme will provide to the region (uptake in active travel, reduced emissions etc), there is further opportunity to deliver a programme that supports wider placemaking and generates additional investment. Investment in transport can influence where and how future development will occur, as well as impacting public spaces. By channelling investment into the region, the CRSTS programme can help to create vibrant, engaging communities.

**Figure 3-12 - The vision for the North East**



### 3.8 ACTIVE TRAVEL SUB-PROGRAMME

- 3.8.1 Where several individual schemes contribute to shared overarching aims and objectives, as in the case of active travel, regional or sub-programme business cases will be developed to expedite delivery. Over 50% of the CRSTS programme will be administered through development of these regional / sub-programme business cases, removing an additional assurance burden from Local Authorities and enabling resources to be focused on scheme design and preparation.

#### SUB-PROGRAMME IDENTIFICATION

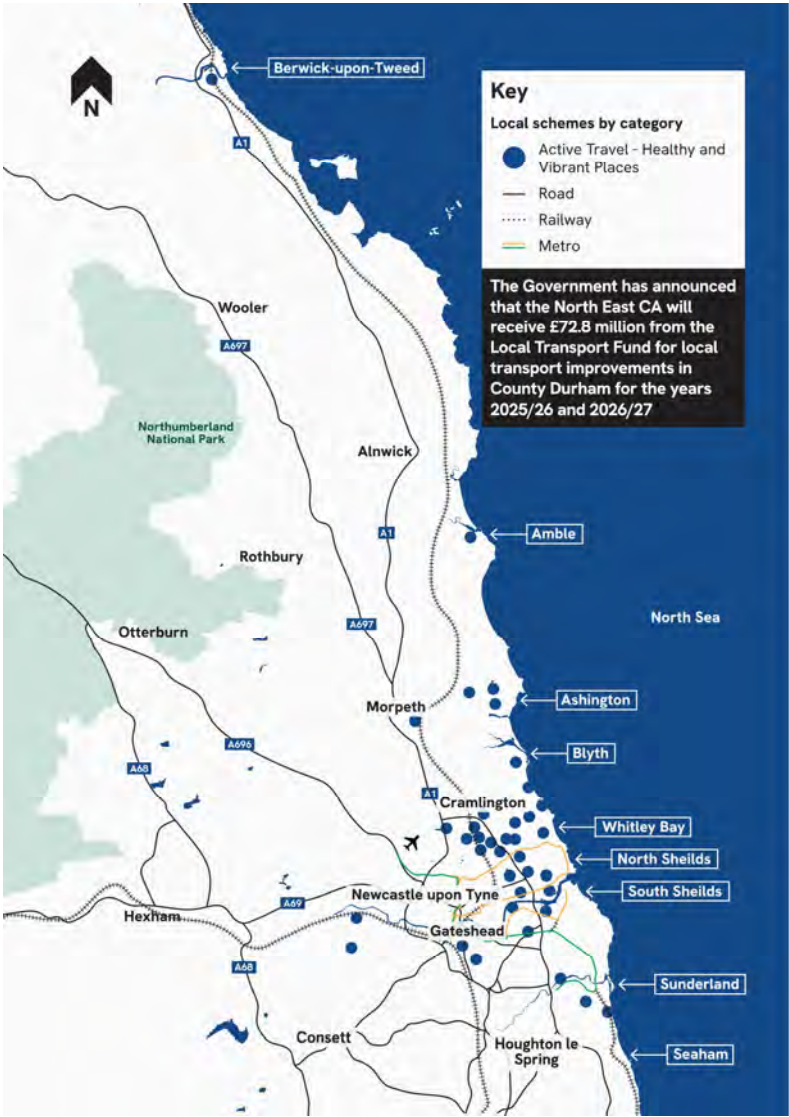
- 3.8.2 An Independent Assessment (undertaken by a joint consultancy team comprising Jacobs and WSP and discussed further in the Programme Business Case) involved an audit of all North East Transport Plan Pipeline schemes, alongside new submissions from scheme promoters. Supporting materials were supplied by scheme promoters with 1-2-1 conversations taking place to interrogate scheme details, including consideration of scheme risk, interfaces, inter-dependencies and scalability.

- 3.8.3 The Independent Assessment was commissioned in order to provide an evidence-based recommendation for the allocation of development funding and to ensure that the emerging indicative programme of prospective CRSTS schemes offer value for money and, crucially, deliverability within the CRSTS timescales.
- 3.8.4 It is important to highlight that the remit of the Independent Assessment was not to make judgement as to whether a scheme was “good or bad” but to focus predominantly on ensuring alignment to CRSTS objectives and scheme deliverability by March 2027. To these ends the criteria used to identify a prospective CRSTS programme is outlined below:
- CRSTS Eligibility Criteria as set out by DfT
  - CRSTS Deliverability Requirements
  - Alignment with overarching CRSTS Objectives as set out by DfT
  - Alignment to North East Transport Plan Objectives
  - Stage of Scheme Development
  - Value for Money Assessment
  - Scheme Cost Clarity
  - Clarity of Scheme Scope
- 3.8.5 As an example, schemes requiring land acquisition and/or complex planning permissions (or other statutory powers and consents) were typically removed during the prioritisation process, due to likely timescales for acquiring these, whilst schemes that were already well-developed were generally assessed as being more deliverable.
- 3.8.6 As could be expected, this process resulted in the assembly of a prospective programme that is focussed on inherently “less risky” non-complex, sustainable transport schemes. It is therefore logical that active travel schemes form the largest proportion of the overall CRSTS programme.

### **SUB-PROGRAMME SUMMARY**

- 3.8.7 The CRSTS Active Travel Sub-programme brings together active travel interventions across the region that, together will support walking, cycling, and wheeling in becoming the natural first choice for short everyday trips. Figure 3-13 provides a breakdown of this, by scheme, along with the scheme promoter, approximate allocation and location. Indicative scheme extents are presented on location plans by scheme sponsor in Appendix B.

Figure 3-13 – CRSTS Active Travel Sub-programme



Scheme Category	Scheme Promoter	Scheme name
Active Travel - Healthy and Vibrant Places	Gateshead	Active Travel link improvements boroughwide
		Active mode improvements between High Spenn and Greenside
		Derwent Cycle Route Improvements
		Birtley town centre active travel improvement
		Askew Road West cycleway
		Active Travel improvements at Metrogreen
	Gateshead & Newcastle	Sustainable access improvements across the Tyne
	Newcastle City	Active mode improvements in Newcastle City Centre
		Active Travel link improvements citywide
		Active mode improvements- Newcastle and North Tyneside
	North Tyneside	Active Travel link improvements boroughwide
		Connecting North Shields Fish Quay
		Wallsend Masterplan - sustainable transport
	Northumberland County Council	Active mode links - NW of the borough
		Active Travel link improvements four towns in Northumberland
		A193 Seafront Active Travel Scheme
	South Tyneside	Active Travel Improvements - Jarrow-Hebburn (NCN14)
		South Shields Town Centre Active Travel Route
	Sunderland	Northern Spire to Washington Cycle route
		Phase 2 - Ryhope Road Strategic Cycle Route
		Silksworth - city centre cycle route
		South Sunderland Growth Area to Ryhope Active Modes



### 3.9 SUB-PROGRAMME ALIGNMENT AND SUITABILITY

3.9.1 The North East needs a modern, well integrated transport system to thrive, linking places and people via attractive sustainable transport options. This section will demonstrate that the Active Travel Sub-programme:

- Aligns with the CRSTS objectives and regional issues, identified in the Strategic Dimension
- Aligns with the ambitions of the North East, including delivering Mayoral priorities
- Aligns with relevant national, regional and local policies

#### SUB-PROGRAMME ALIGNMENT WITH POLICY

3.9.2 The Active Travel CRSTS sub-programme directly aligns with the aims and ambitions of a variety of local, regional and national active travel policies and strategies as shown in the Table 3-1 below.

**Table 3-1 - Project Alignment with Policies and Strategies**

Level	Policy and Strategy
National	Decarbonising Transport: A Better, Greener Britain (DfT, 2021)
	Levelling Up the United Kingdom (DLUHC, 2022)
	Gear Change: A bold vision for cycling and walking
	Cycling and walking Investment Strategy 2 (CWIS2)
Regional	City Region Sustainable Transport Settlement (2022)
	Adopted North East Transport Plan (Transport North East, 2021)
	Emerging North East Local Transport Plan (North East CA, consultation draft)
	North East Active Travel Strategy (Transport North East 2023)
Local	Gateshead LCWIP (Gateshead Council)
	Newcastle LCWIP (Newcastle City Council, 2021)
	North Tyneside Cycling Strategy, inc LCWIP (North Tyneside Council, 2018)
	Northumberland LCWIP (Northumberland County Council, to be formally adopted in 2025)
	South Tyneside LCWIP (South Tyneside Council, 2021)
	Sunderland LCWIP (Sunderland City Council 2022)

- 3.9.4 Alignment to policy at a local authority level can be found as part of the individual LCWIPs.
- 3.9.5 A full review of each policy and strategy document is provided in Annex A of the accompanying Programme Business Case. A summary of the key points, relevant to active travel, is included in Table 3-2.

**Table 3-2 - Summary of Policy Alignment**

Policy Document	Active Travel Sub-programme Alignment
Decarbonising Transport: A Better, Greener Britain (DfT, 2021)	<ul style="list-style-type: none"> <li>- The Government's Transport Decarbonisation Plan sets out the approach and commitments put in place by the UK government to decarbonise the transport industry and encourage a move towards greener forms of transport.</li> <li>- The Plan acknowledges that place-based interventions will be required to provide solutions which go some way to decarbonising transport in local areas, without inconveniencing residents and visitors or constraining economic growth.</li> <li>- It highlights an increased need to consider sustainable transport within Local Transport Plans and suggests that potential interventions could include the creation of walking and cycling corridors.</li> <li>- All of the proposed schemes in this sub-programme have strong alignment to one or more of the Plan objectives, with a key aim to facilitate mode shift towards active travel, through creating/upgrading walking and cycling infrastructure.</li> </ul>
Levelling Up the United Kingdom (DLUHC, 2022)	<ul style="list-style-type: none"> <li>- The Levelling Up the United Kingdom White Paper 2022 outlines the Government's strategy for addressing regional inequalities and promoting economic growth across the country.</li> <li>- A number of NE Local Authorities have been identified as Category 1 by DLUHC, reflecting its status as a high priority region for levelling up interventions relating to employment, productivity and wellbeing.</li> <li>- DfT recognises that a conscious shift in focus is required for transport investments, to better link towns, cities and left behind places outside of London and the South East region.</li> <li>- An overarching theme of the interventions in this sub-programme is to provide better quality connections through sustainable transport, linking populations to hubs of employment, education, and services.</li> </ul>
Gear Change: A bold vision for cycling and walking	<ul style="list-style-type: none"> <li>- Published in response to the change in travel habits observed during the Covid-19 pandemic, this document identifies a unique opportunity to transform the role cycling and walking can play in the transport system.</li> <li>- It recognises that increasing cycling and walking can help tackle some of the most challenging issues faced as a society – improving air quality, combatting climate change, improving</li> </ul>

	<p>health and wellbeing, addressing inequalities and tackling congestion on the region's roads. All of these issues align with the objectives of CRSTS.</p> <ul style="list-style-type: none"> <li>- In particular, the document highlights that there are many shorter journeys that could be shifted from cars, to walking, or cycling. This aligns with the vision for the North East Transport Plan and Active Travel Strategy, which have directly informed the schemes proposed as part of this sub-programme.</li> </ul>
Cycling and Walking Investment Strategy 2 (CWIS2)	<ul style="list-style-type: none"> <li>- This second cycling and walking investment strategy (CWIS2), also published after the pandemic, reaffirmed a commitment to making walking, wheeling and cycling the natural choices for millions more journeys.</li> <li>- As with the Gear Change Plan, the aim of the Strategy is similarly ambitious – 50% of all journeys in towns and cities should be walked or cycled by 2030.</li> <li>- The Strategy goes on to say that what that means is, where possible, redesigning towns, cities and neighbourhoods to enable more active short journeys; and making active travel more inclusive, by removing barriers that make it harder for some to walk, wheel or cycle to their destinations.</li> <li>- There is also a call to use Active Travel England (ATE), to set high standards for active travel infrastructure, new development design, engagement, training and behaviour change.</li> <li>- The schemes proposed as part of this sub-programme are fully in line with CWIS2 and, using existing relationships, that ATE has been engaged from the outset.</li> </ul>
City Region Sustainable Transport Settlement (2022)	<ul style="list-style-type: none"> <li>- The objectives of CRSTS are: <ol style="list-style-type: none"> <li>1. To drive growth and productivity through infrastructure investment;</li> <li>2. To level up services towards the standards of the best; and,</li> <li>3. To decarbonise transport, especially promoting modal shift from cars to public transport, walking and cycling.</li> </ol> </li> <li>- The interventions set out in this sub-programme have been selected purposefully, to align with the CRSTS objectives.</li> </ul>
Adopted North East Transport Plan (Transport North East, 2021)	<ul style="list-style-type: none"> <li>- The North East Transport Plan sets out the transport priorities for the region up to 2035, with a vision of "Moving to a green, healthy, dynamic and thriving North East".</li> <li>- The Plan outlines strategic interventions which are either: 'shovel-ready', to be delivered in the next five years, or to be delivered in the next ten years.</li> <li>- The CRSTS programme has been developed specifically to prioritise these 'shovel ready' schemes, many of which are included within this sub-programme.</li> </ul>

	<ul style="list-style-type: none"> <li>- The proposed schemes have strong alignment with the North East Transport Plan ambitions; in particular, enabling a greater range of sustainable transport options and delivering carbon neutral transport.</li> </ul>
Emerging North East Local Transport Plan (North East CA, 2024)	<ul style="list-style-type: none"> <li>- The emerging North East Local Transport Plan is currently at consultation draft stage – it has been produced following a review and refresh of the currently adopted Transport Plan.</li> <li>- The LTP aims to create a <i>green, integrated transport network that works for all</i>. As a result of this <i>sustainable travel will be made more attractive, convenient and safer. This will have a positive impact on communities in the North East, linking people to employment, education, healthcare provision and other essential services</i>.</li> <li>- The emerging LTP, along with the adopted Transport Plan, has informed the policy foundation for the CRSTS programme, with a particular focus on active travel interventions, through this sub-programme.</li> </ul>
North East Active Travel Strategy (Transport North East 2023)	<ul style="list-style-type: none"> <li>- The North East Active Travel Strategy was developed to form the basis of future funding bids that could transform the way people travel every day for work, education and leisure up to 2035.</li> <li>- The strategy aims for walking, cycling and wheeling to become the natural first choice for short everyday trips and sets a target for over half of all shorter journeys in the North East (under 5 miles) to be made by active travel by 2035.</li> <li>- There is strong alignment between the schemes proposed as part of this sub-programme and the Active Travel Strategy. The majority of the CRSTS active mode proposals are named within the Strategy and fall under the 2023-28 delivery plan of schemes.</li> </ul>
LCWIPs	<ul style="list-style-type: none"> <li>- An LCWIP complements the Government's Cycling and Walking Investment Strategy (CWIS) and outlines long-term approaches to developing local cycling and walking.</li> <li>- Local authorities in the region have two vital documents relating to active travel, one of which is their LCWIP, intended to feed directly into the development of the strategic regional network.</li> <li>- CRSTS provides the opportunity to enable the delivery of the region's Local Cycle and Walking Investment Plans (LCWIPs), while these already identified schemes allow for quick wins to be delivered, setting the basis for transformational change as part of CRSTS2.</li> </ul>



## Labour Party Commitments

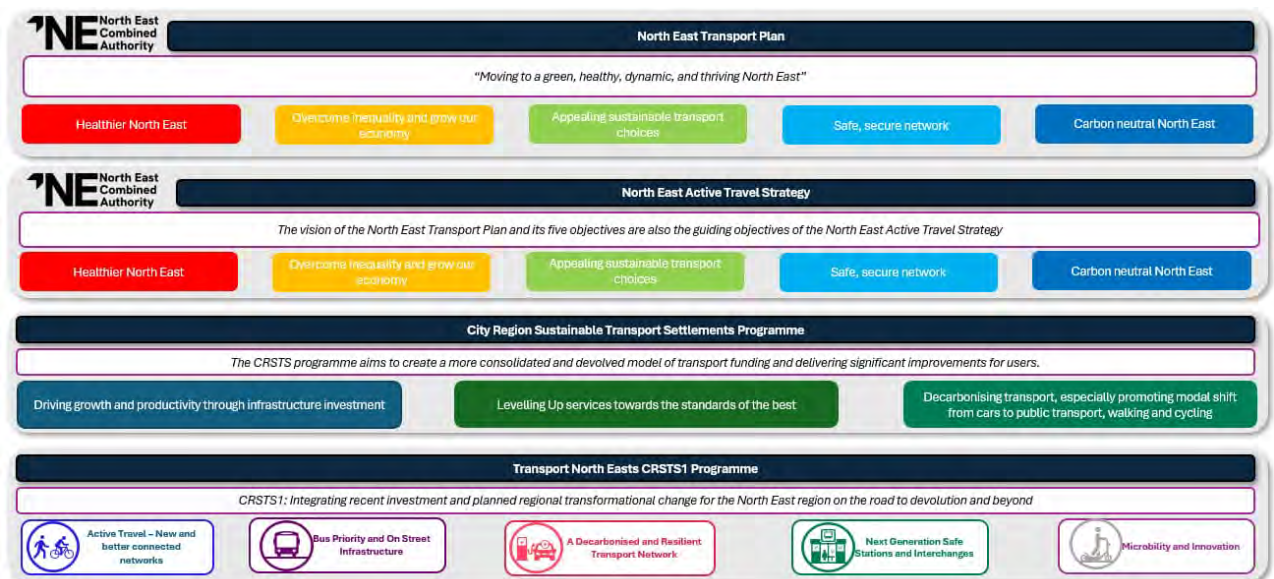
- 3.9.6 Following the formation of the Labour Government in July 2024, Transport Secretary Louise Haigh set out five strategic priorities, putting transport at the heart of a mission-driven government. These priorities are as follows:
- Improving performance on the railways and driving forward rail reform.
  - Improving bus services and growing usage across the country.
  - Transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality.
  - Delivering greener transport.
  - Better integrating transport networks.
- 3.9.7 The active travel interventions, included as part of this sub-programme, contribute directly to the commitments of transforming infrastructure, delivering greener transport and integrating transport networks. They will provide improved connectivity to core centres, while also targeting rural areas to address social exclusion, deliver the infrastructure required for users to make greener transport choices, and provide improved links to public transport – resulting in a better integrated transport network.
- 3.9.8 A Modern Transport System, which recognises the role of active travel, is a key theme within Labour’s Kickstarting Economic Growth mission. Active travel will also play a key role in Building an NHS Fit for the Future, recognising the role that active travel can have on physical and mental health and wellbeing. It will also play a key role supporting the other missions of Taking Back Our Streets, Breaking Down Barriers to Opportunity and Making Britain a Clean Energy Superpower.

## THE NORTH EAST TRANSPORT AMBITIONS

### Alignment with CRSTS Objectives

- 3.9.9 The objectives of the Active Travel Sub-programme, and their alignment to wider North East active travel and transport strategies is shown in Figure 3-14. This is discussed further in this section.

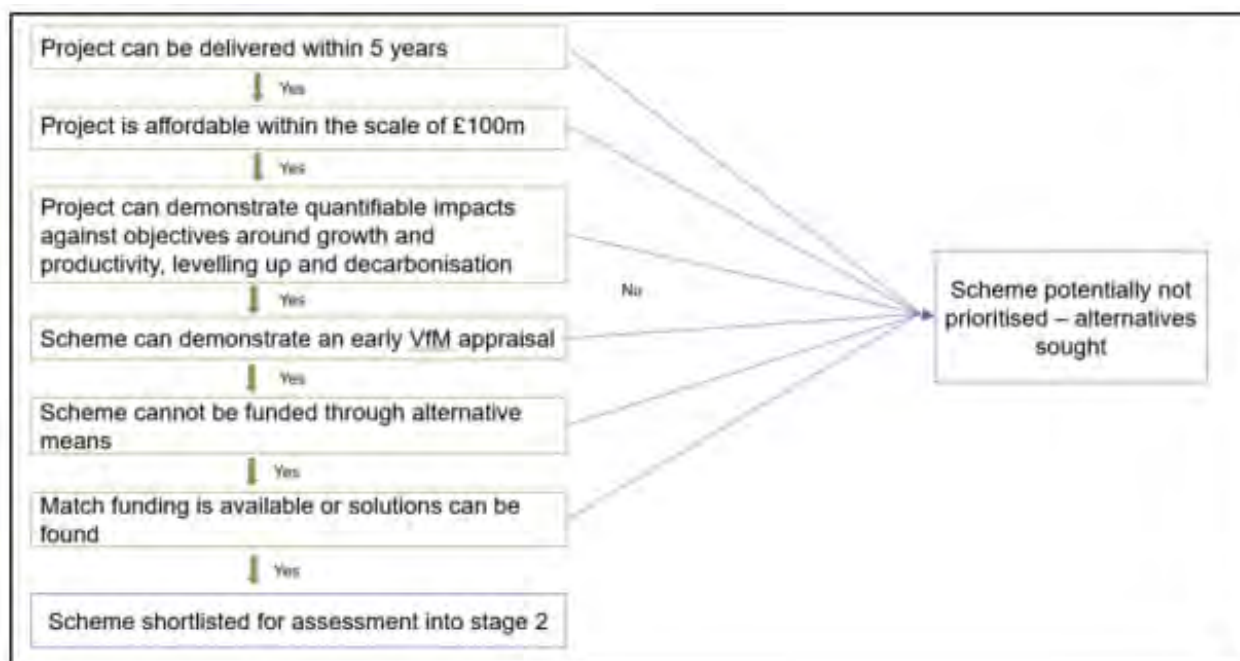
**Figure 3-14 - Alignment of CRSTS Objectives**



## North East Active Travel Strategy

- 3.9.10 The North East Active Travel Strategy (ATS) was published in June 2023; This Active Travel Sub-programme fully aligns with region's strategy, in that it "aims to encourage more active travel – walking, wheeling and cycling – across the North East".
- 3.9.11 The ATS identifies a pipeline of priority projects across each of the North East authorities, which have been identified through their Local Cycling and Walking Infrastructure Plans (LCWIPs). As per the Department for Transport's LCWIP Technical Guidance, LCWIPs are an evidence-based methodology to identify active travel improvements at the local level. Identified projects are required to be prioritised using a multi-criteria assessment framework typically considering criteria such as Policy Fit, Effectiveness, Deliverability and Value for Money. A key element of the LCWIP process is engagement and consultation with key stakeholders and the public.
- 3.9.12 The ATS sets out the strategic case for investment in the region's active travel network and identifies approximately £500m 'live pipeline' of active travel schemes, up to 2035. Of these ATS identified schemes, 17 are included in CRSTS Pipeline, as part of this sub-programme. The schemes selected were based on deliverability, providing greater certainty of delivery within the CRSTS programme to 2027 with minimal need for third party land requirements.
- 3.9.13 Full details of the CRSTS scheme selection process are set out in the "CRSTS Prioritisation Report" – in short, promoters were requested to put forward transport project pipeline schemes that they considered could be funded by CRSTS monies. A triaging method, using the criteria shown in Figure 3-15, was used to prioritise the schemes that best met the CRSTS1 programme objectives, budget and timescale. Following this, an independent review was undertaken, considering schemes that had been successful as part of the first review, with the ultimate focus being on assembling a viable programme of schemes.

**Figure 3-15 - CRSTS Scheme Identification and Testing Criteria**



- 3.9.14 The ATS schemes, included as part of this sub-programme, are set out in Table 3-3. It should be noted that where scheme references and names have been updated, as part of the CRSTS work – both versions are provided in the table, for ease of reference:
- 3.9.15 Additional scheme information is included within the scheme descriptions included as part of the Economic Dimension.
- 3.9.16 The key measure of success, set out in the Active Travel Strategy, is that – by 2035 – over half of all short journeys in the North East will be made by active travel; this is aligned to Active Travel England’s national target of increasing the percentage of short journeys in towns and cities that are walked or cycled to 50% by 2030, and to 55% by 2035.
- 3.9.17 Successfully achieving this vision, through delivery of the ATS, would help achieve the following KPIs, set out in the North East Transport Plan:
- **Sustainable Travel:** Increased % of journeys made by walking, wheeling, cycling and public transport.
  - **Climate Action:** Reducing CO2 emissions per person.
  - **Improving Road Safety:** Reducing numbers killed and seriously injured. Reducing number of slight injuries.
  - **Improving Air Quality:** Encouraging a switch from car to active travel to improve air quality.
  - **Motor Vehicle Traffic:** Reduce motor vehicle traffic miles per head.
- 3.9.18 In order to deliver the interventions identified in the ATS, and to ultimately achieve the transformational change set out in the vision above, significant levels of funding will be required. The opportunity afforded by CRSTS, paving the way for a second CRSTS phase in the period 2027-2032, has the potential to make this a reality.

### **Delivering Mayoral Priorities**

- 3.9.19 Kim McGuinness is the first Mayor for the North East CA, as of 2nd May 2024, and is quoted as saying that she is “*committed to making our transport the greenest in the country*” and will ‘*prioritise public transport and active travel to better connect our communities*’. The Mayoral Manifesto states that the outline policies will create “an infrastructure for opportunity across the North East.
- 3.9.20 The Manifesto also outlines the Mayor’s delivery ambitions, which includes a focus on transport that specifically references “a joined-up walking and cycling network and supporting facilities and provision, with a focus on safety”. This clearly aligns with the proposals set out as part of this Active Travel Sub-programme, that accounts for more than 50% of the region’s CRSTS allocation.
- 3.9.21 Further detail on the Mayor’s Manifesto, and its alignment to the CRSTS programme, is included in Section 2.9.3 of the accompanying Programme Business Case.

**Table 3-3 – Active Travel Strategy Schemes included in CRSTS Pipeline**

<b>North East Active Travel Strategy Scheme Name</b>	<b>CRSTS Scheme Name</b>
GA23 Gateshead Local Cycling and Walking investment proposals	Active Travel Link Improvements Boroughwide (Gateshead)
GA32 High Spennings to Greenside cycle route	Active Mode Improvements between High Spennings and Greenside
GA47 Derwent Cycle Route Improvements	Derwent Cycle Route Improvements
GA58 Askew Road West cycleway	Askew Road West cycleway
GA59 MetroGreen Intermediate Schemes	Active Travel Link Improvements at Metrogreen
NE18 Central Newcastle - Walking, Cycling and Public Transport improvements	Active Mode Improvements in Newcastle City Centre
NE22 Delivery of local walking and cycling improvements across Newcastle	Active Travel Link Improvements Citywide
NT01 Improvements to cycling and walking routes in North Tyneside	Active Travel Link Improvements Boroughwide (North Tyneside)
NT18 Improving Wallsend town centre public realm delivery and improve accessibility for all users	Wallsend Masterplan - sustainable transport
NT30 Sustainable access improvements - North West of North Tyneside	Active Mode Links - North West of Borough (North Tyneside)
NO12a Walking and cycling upgrades in Amble	Active Travel Links Improvements Four Towns in Northumberland (Phase 1) – Amble
NO12b/c Walking and cycling upgrades in Ashington	Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Ashington 1 Active Travel Links Improvements Four Towns in Northumberland (Phase 2) - Ashington 2
NO12d Walking and cycling upgrades in Berwick Upon Tweed	Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Berwick
NO12e Walking and cycling upgrades in Morpeth	Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Morpeth
NO19 Bondicar Terrace to St Mary's Cycle Scheme	A193 Seafront Active Travel Scheme
ST07 Strategic Transport Corridors: All user improvements along strategic corridors in South Tyneside: NCN 14 Cycling Improvements Cycling Improvements to NCN14 within South Tyneside.	Active Travel Improvements - Jarrow-Hebburn (NCN14)
ST07 Strategic Transport Corridors: All user improvements along strategic corridors in South Tyneside: South Shields Cycling Improvements South Shields Town Centre Cycling Improvements	South Shields Town Centre Active Travel Route
SU10a Improving Strategic Cycle Networks in Sunderland - Ryhope Road Strategic Cycle Route	Phase 2 - Ryhope Road Cycle Route



## PROGRAMME RISKS AND ASSUMPTIONS

- 3.9.23 Whilst risk mitigation measures have been put in place during development of the CRSTS programme, the overall programme still poses some risk. These are illustrated below.

**Figure 3-16 - Key Programme Risks**



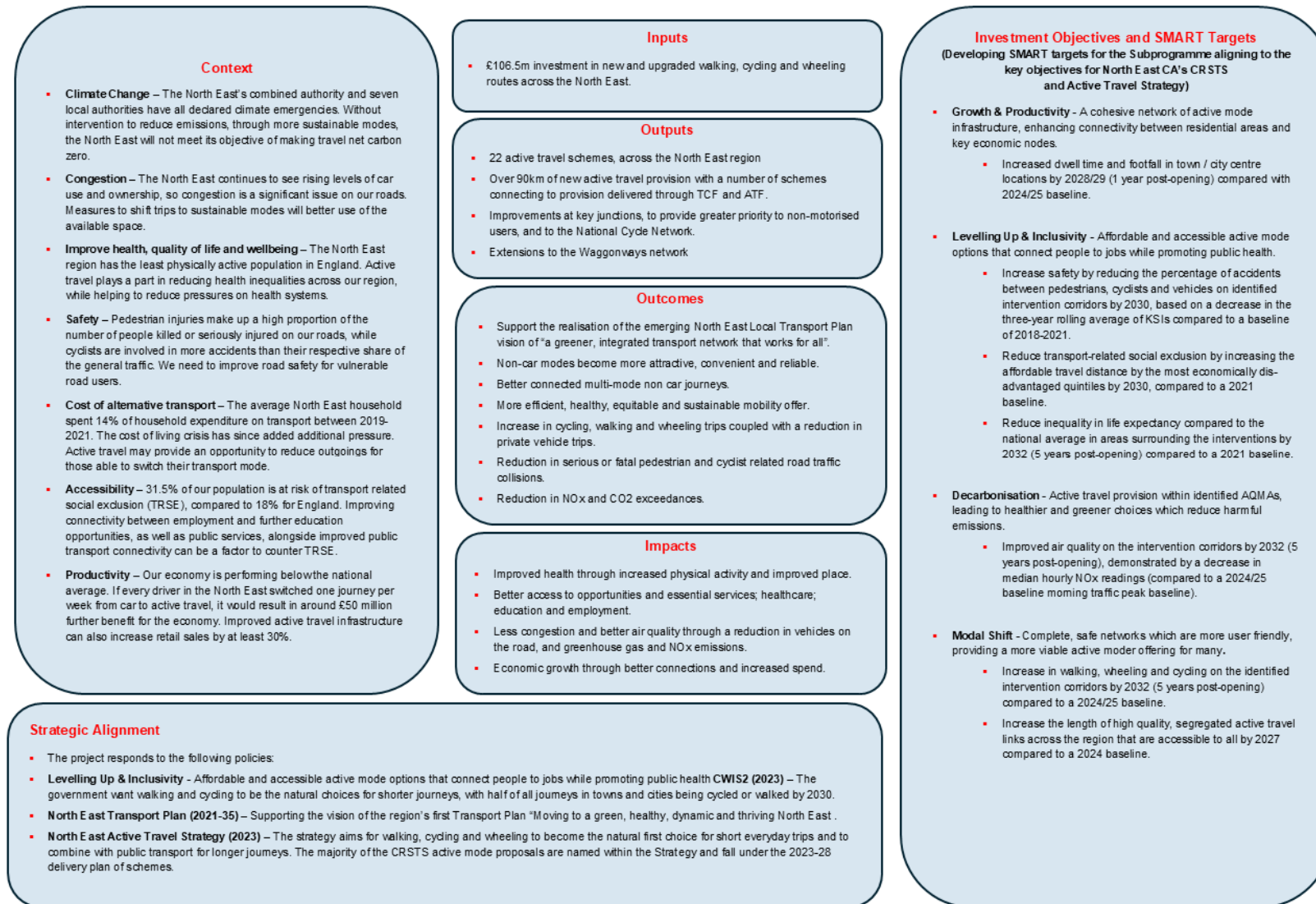
- 3.9.24 Whilst the CRSTS programme has been specifically developed to focus on less complex schemes – with the majority of the pipeline being active travel schemes, as set out in this sub-programme business case – there is still a need to identify any relevant risks that need to be planned for and mitigated.

- 3.9.25 Risks, at both programme and sub-programme level, are discussed in more detail as part of the Management Dimension; project level risks will form part of the ongoing Assurance Statement process.

## 3.10 CONCLUSION AND THEORY OF CHANGE

- 3.10.1 This strategic dimension has set out the challenges faced in the region – from poor physical health and lower life expectancy, to an underperforming economy and high levels of transport related social exclusion.
- 3.10.2 The North East Devolution Deal, and subsequent CRSTS funding allocations, provides a very real opportunity to address these issues and to realise the vision of moving to a green, integrated transport network that works for all.
- 3.10.3 Targeting CRSTS investment in schemes that will bolster the existing active travel network, providing important linkages between communities, employment opportunities, key services and linking to public transport, will ensure that the impact of CRSTS is maximised, paving the way for true transformational change through CRSTS2.
- 3.10.4 A Theory of Change model has been produced and is presented in Figure 3-17. This sets out clear and strong rationale for investment across the region.
- 3.10.5 While there remain a number of risks to achieving the objectives set out in the theory of change, as referenced above and discussed further in the Management Dimension, these are being proactively tracked to allow suitable mitigations to be identified and implemented, leaving us confident that this sub-programme can and will be delivered.

Figure 3-17 - Theory of Change – Active Travel: New and Better Connected Networks



### 3.11 SUMMARY

This Strategic Dimension for the North East CRSTS Active Travel Sub-programme is fully aligned with Government's CRSTS guidance, the Strategic Dimension has:	
Identified a targeted set of objectives in which the success of the sub-programme can be measured	✓
Outlined the unique challenges, constraints and opportunities in the North East	✓
Highlighted and demonstrated the need for Government intervention	✓
Outlined a compelling programme of schemes that build upon an existing programme of delivery, providing the platform to deliver a green, integrated transport network that aligns to national, regional and Mayoral priorities	✓
Demonstrated the alignment of the programme of schemes to CRSTS objectives, North East ambitions and other relevant national, regional and local policies	✓
Highlighted potential risks within the sub-programme, and the wider programme, and approaches to mitigating delivery risk	✓

## 4 ECONOMIC DIMENSION

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### 4.1 INTRODUCTION

- 4.1.1 The Economic Dimension sets out the options appraisal process that has been undertaken and the potential costs and benefits of the active travel elements of the wider CRSTS programme. The methodology and data used to undertake transport appraisal are described, alongside discussion of the related social and distributional impacts, value for money and related uncertainty analysis.
- 4.1.2 The Economic Dimension presents the extent to which the scheme would be beneficial to the UK economy and whether it represents Value for Money (VfM). The Economic Dimension has been prepared in accordance with the Green Book, DfT's TAG and other relevant departmental guidance.

### 4.2 DEVELOPING THE ACTIVE TRAVEL SUB-PROGRAMME

- 4.2.1 A long list of schemes was developed based upon the following criteria:
- Can the project be delivered by March 2027?
  - Is the project affordable with the scale of available budget?
  - Can the project demonstrate quantifiable impacts against CRSTS objectives?
  - Can the project be expected to deliver VfM?
  - Are there no other alternative funding routes available to fully fund the project?
  - Is match funding available or can solutions be found?
- 4.2.2 Proformas for each scheme contained detailed information on the proposed intervention, including the need for intervention and cost information. Based upon the information contained in respective proformas, schemes were given a RAG rating as a result of identified key risks.
- 4.2.3 Further sifting and prioritisation produced additional RAG ratings for each of the schemes on the following criteria:
- CRSTS Eligibility Criteria
  - Alignment with CRSTS Objectives Excluding Deliverability
  - Alignment to Transport Plan Objectives
  - Stage of Scheme Development
  - Scheme Scope Definition
  - Value for Money Assessment
  - Scheme Cost Confidence
  - Local, Political and Stakeholder Support
  - Assessment of Deliverability within CRSTS Window
  - Delivery Risk Assessment
  - CRSTS Accelerated Development Funding



4.2.4 As identified in the accompanying Programme Business Case, where several individual schemes contribute to shared overarching aims and objectives, regional / sub-programme full business cases are being developed to expedite delivery with some matters reserved during scheme assurance. This Active Travel sub-programme FBC is the first to be developed alongside the others identified in Figure 4-1.

**Figure 4-1 – North East CA CRSTS Sub-programmes.**



4.2.5 The schemes prioritised for appraisal, as part of this Active Travel sub-programme FBC, are detailed in Table 4-1:

**Table 4-1 – Schemes shortlist to be appraised**

Descriptions accurate as per February 2025.

Name	Description
Active Travel Link Improvements Boroughwide (Gateshead)	<p>Scheme comprises of the top priority schemes from Gateshead's LCWIP, these are:</p> <ul style="list-style-type: none"> <li>• East Gateshead LCWIP (East Package) which spans approximately 1.8km and includes a proposed segregated bi-directional cycle track for most of its length. Some sections feature shared-use paths and mixed on-carriageway routes.</li> <li>• Old Durham Road - Queen Elizabeth Hospital to Wrekenton cycling corridor (1.45km), Durham Road - Flyover to Chowdene Bank cycling corridor (4.5km) and Dunston to Whickham cycling corridor (1km) proposes an on road segregated cycle track.</li> <li>• Ryton to Crawcrook cycling and pedestrian corridor which spans 1.4km long is proposed with a 20mph speed limit. Additionally, existing footways are proposed to be widened to accommodate a shared path.</li> <li>• A185 - Heworth to Pelaw cycling corridor (0.8km), Birtley High St are proposed with only pedestrian improvements.</li> </ul>
Active Mode Improvements between High Spen and Greenside	<p>Scheme is to upgrade existing shared surface (currently about 0.5m wide) on side of Rouges Lane / Spen Lane to 3m width. Scheme length is approximately 1.7km long. The path will be bidirectional and include tie ins to the footpath/carriageway on each end.</p>
Derwent Cycle Route Improvements	<p>Scheme length is approximately 1km. Significant housing development is planned in the west of the borough and the cycle network is underdeveloped here. Hence, various cycle improvements will be linked to housing development in west Gateshead. The scheme will look to create a LTN 1/20 compliant cycle lane directly beside the A694, filling in the gap in Route 14 between Burnopfield Road and Thornley View.</p>
Birtley town centre active travel improvements	<p>Scope TBC - options being developed by Sustrans. Plans are currently being developed with Active Travel Capability Fund and will be complete by March 2024. Initial high level concept plans can be provided if required.</p> <p>Full scheme implementation will be in line with Sustrans designs and would include a 650m stretch of 1.5-2m segregated one way cycle lanes, bus stop bypasses, raised tables at junctions, changes to signals, and narrowing of carriageway for other traffic. However, as mentioned, a modified version of the Sustrans design is being progressed.</p>

Askew Road West cycleway	Askew Road (between the Redheugh Bridge junction and the junction with West Central Route) is approximately 820m long and presently an urban dual carriageway. Broadly, the scheme would repurpose one of the carriageways for use as a dedicated two-way cycle route with the other side being converted to standard single way carriageway in either direction.
Active Travel Link Improvements at Metrogreen	<p>The scheme is approximately 800m long and would provide improved pedestrian infrastructure and an off-road segregated route approximately by the Metrocentre Interchange overbridge / eastern junction into the Metrocentre bus interchange compliant with LTN 1/20 standards.</p> <p>The Local Plan sets out aspirations for sustainable development as part of the regeneration of the Metro Green Area of Change which will require additional infrastructure to improve pedestrian and cycle access and improve bus priority in the area. As part of the work on the Area Action Plan a series of mitigation measures has been identified to facilitate more sustainable development - the short term measures are due to be funded by TCF with this submission covering intermediate measures.</p>
Sustainable Access Improvements across the Tyne (Gateshead & Newcastle)	Implementation of the package of measures developed by ATF4 aiming to mitigate the traffic impacts of the Tyne Bridge major maintenance work. Includes a number of active travel infrastructure improvements to current routes that link to the bridges, both north and south of the river, or run parallel to the river. The exact package to be implemented is still undergoing a prioritisation exercise.
Active Mode Improvements in Newcastle City Centre	The first element of this project consists of a junction improvement between John Dobson Street and New Bridge Street West in the city centre. In the wider ambition for the city centre is to increase pedestrian priority on New Bridge Street West (NBSW), Pilgrim Street north and Blakett Street and this is a key junction within these. It is in line with the long-term aspiration for the reduction in vehicle traffic on NBSW and anticipates the opening of the new HMRC development. The new junction alignment will tie in existing cycle infrastructure on John Dobson Street with the proposed new infrastructure on NBSW and future proofs the alignment for future stages should the TRO / public inquiry be brought forward.
Active Travel Link Improvements Citywide	Heaton Road to Shields Road, and Fenham Hall Drive - The programme will provide seamless active travel provisions across the city, building on Newcastle's Local Cycling and Walking Investment Plan (LCWIP) and providing connections to existing active travel infrastructure to form a comprehensive network. The Heaton Road to Shields Road proposal will continue the network provisions from ATF funded Heaton Road schemes towards the key local district centre of Shields Road. The project would extend the 'uni-directional' cycle tracks from Cardigan Terrace (where the existing infrastructure ends) to Shields Road. The onward connections include Hadrian Square and off-road/shared-use path network to NCN72 in the south, and Heaton Park/Jesmond Dene/Coast Rd cycle route to the north. Total scheme spans around 2.1km

Active Mode Improvements - Newcastle and North Tyneside	The Coast Road corridor project within Newcastle is approximately 1.3km long and will provide bus and cycle improvements, including the reallocation of highway space for public transport and sustainable modes, increasing public transport reliability and reducing public transport journey times. The scheme includes an end-to-end cycle route comprising segregated infrastructure and quiet routes, alongside improvements to pedestrian crossing infrastructure to support an uplift in active travel. It is anticipated that this will offer a feasible alternative to private vehicles.
Active Travel Link Improvements Boroughwide (North Tyneside)	Approximately 11.5km of active travel network. Scheme is to build new and improved infrastructure to cater for and facilitate increased demand for cycling and encourage modal shift, for travel to work and other journey purposes. This covers local and cross boundary routes across the borough: for example, purposes these may include e.g. the west-east A191/A186 corridor; north-south A188/A189 corridor; the A193 corridor linking the borough's historic town centres. Scheme consists of 5 elements. Except for the Coast Road Quietway, all the other sections are proposed with an off-road segregated cycle track.
Connecting North Shields Fish Quay	<p>The Union Quay / Western Quay works is 800m long and includes the provision of a new segregated cycle route along the Quay edge between the planned Ferry terminus and the North Shields Promenade. This route requires the demolition and relocation of the current NSFQ fish net/equipment storage area onto the newly refurbished protection jetty. Once removed the storage area, combined with highway alignment alterations will accommodate additional seating and throughfare space for pedestrians in addition to the segregated cycle route. The cycle route in this location will form part of the NCN network (both the C2C and NCN1 routes).</p> <p>The Ferry to Tynemouth active travel link is 1.7km long and forms an extension of the SFSR scheme currently underway along the length of North Tyneside's Coast which will upgrade the walking and cycling route between St Mary's Lighthouse and Tynemouth Priory. This route is proposed to be split with a high-level cycle route passing Collingwood's Monument and travelling down the embankment to the promenade at North Shields Sands, and a low-level route along the Promenade being upgraded to be consistent with the works along the wider Sea Front.</p>
Wallsend Masterplan - sustainable transport	Public realm, public transport corridor and cycling and walking improvements, e.g. enhanced links to Metro, employment, town centre destinations and UNESCO world heritage site. Scheme consists of 4 elements, West Street, Park Road, Segedunum Loop and A173 Corridor (West) totalling to approximately 8.8km and the scheme proposes an off-road segregated cycle provision.
Active Mode Links - North West of Borough (North Tyneside)	The Scheme is the refresh and extension of Waggonways to connect into all North West villages and create a North-South strategic route linking to Cramlington and Newcastle. It provides improved linkages to public transport provisions at Killingworth Centre (Bus) and Northumberland Park (Rail & Metro). Scheme supports active travel and public transport infrastructure to support employment site growth at Quorum and Indigo Park to be delivered in coordination with developer funded off site highway works. Scheme length is approximately 9.4km and the provision of cycling infrastructure is proposed to be an off-road segregated.



<p>Active Travel Link Improvements Four Towns in Northumberland (Phase 1) - Amble</p>	<p>The purpose of the scheme is to design and develop an LTN1/20 compliant walking and cycling corridor from the Southwest of Amble, Acklington Road (B6345) to the Northeast of Amble along Percy St. The route will offer walking and cycling connectivity to Amble first school (Via A1068) James Calvert Spence college (Acklington Road) and Amble skate and play park. Links to Queen Street businesses and eateries will also be explored. Transport North East CRSTS NCC LCWIP Submission 2 The route extends from its westernmost extents at Acklington Road using 'Shared Use' provision. South Avenue and Aidan Road will serve as 'Quiet Streets' linking to an existing footpath due to be upgraded to 'shared use'. A fully segregated footway / cycle track will then run north along Percy Drive and Percy Street, Between Nuburgh Street and Marine Road the route ties in with the existing road network where a 'One Way' system for vehicular traffic is currently utilised to enable cycle provision in both directions along Leaze Street, Coquet Street and Queen Street, which serves as a direct tie into the existing NCN 1 route. Total length of the route is circa 1.75km.</p>
<p>Active Travel Link Improvements Four Towns in Northumberland (Phase 1) - Ashington 1</p>	<p>The aim of the scheme is to upgrade and improve the existing NCN 155 which runs west to east through Ashington, providing an LTN1/20 compliant walking and cycling corridor extending from the west of the town running alongside Bothel Primary School where existing provision consists of a shared use route falling below acceptable widths, then transitioning to an advisory cycle track that is susceptible to on street parking. The proposals will widen the route with a view to providing segregation where possible and including junction treatment to ensure safe transitions for pedestrians and cyclists. The route currently makes its way through a series of back lanes with little to no infrastructure other than wayfinding signing. The proposed route offers a more visible and direct route along Station Road forming a direct link to the new railway station and through the town centre. The route will then tie in with the confirmed ATF3 funded scheme running north to south where its junction meets North Seaton Road forming a connected network of cycle provision. As the route heads further east, it will run alongside the bus station and the leisure centre facility as it continues along the existing NCN 155. A mix of shared use and segregated provision is proposed along this 3.2km route</p>
<p>Active Travel Link Improvements Four Towns in Northumberland (Phase 2) - Ashington 2</p>	<p>The purpose of the scheme is to design and develop LTN1/20 compliant walking and cycling infrastructure from the north east sector of the town, which is where Wansbeck General Hospital is located, one of the major employment sites to North Seaton (south east sector). The proposed route resembles a sweeping arc, taking in St Aidan's Catholic Primary School and the Duke's Secondary School. Starting at the A197/Woodhorn Lane/Shrigley Avenue roundabout, junction improvements are required to promote active travel. Shrigley Avenue leads to a new housing development currently under construction. Sustrans are about to embark on a study to look at improving crossing points on this roundabout as NCN155 passes through this junction. From the roundabout a shared path will be investigated past the hospital until Woodhorn Lane kicks north at a T-junction. The route continues along an existing bridleway which links up to Moorhouse Lane. Improvements to this bridleway will be considered. For the Moorhouse Lane section, all options will be considered but School Streets/Quiet Streets is probably the most appropriate approach given the concentration of schools and the need to combat congestion induced by the school run. The Sixth Avenue/Alexandra Road/College Road section will most like be a shared use route, which will be an upgrade on the existing advisory cycle lanes. The Newbiggin Road/College Road roundabout will see crossing improvements on the north leg. From this roundabout all the way through to the termination point the existing infrastructure the route will be upgraded to meet current standards. The termination point links into NCN1 to enable onward journeys north and south as well as a link that continues onto Newbiggin by the Sea to the east. Total length of the route is circa 3.6km.</p>

<p>Active Travel Link Improvements Four Towns in Northumberland (Phase 2) – Berwick</p>	<p>The purpose of the scheme is to design and develop LTN1/20 compliant walking and cycling infrastructure from the south of Berwick (Springhill housing estate/Berwick Academy) to Marygate in the town centre. The route will offer connectivity to Priory Park County First School via Cemetery Lane, Tweedmouth Community Middle School via Billendean Terrace, Berwick Academy, Berwick Sports and Leisure Centre and a retail park. Transport North East CRSTS NCC LCWIP Submission 2 Starting at Marygate, junction improvements are required at the existing spot mini-roundabout with Golden Square. The proposed route continues along Golden Square and over the River Tweed (Royal Tweed Bridge) with shared use provision to reach another spot mini-roundabout Orde Drive/Prince Edward Road. Again, junction improvements are required. Between Northumberland Road/Billendean Terrace roundabout, a mix of segregated and shared use sections will be investigated. This roundabout will require improvements to promote active travel. The route then extends from its westernmost extents at Acklington Road using 'Shared Use' provision. Once beyond the Sports and Leisure Centre, the route continues south past Berwick Academy to terminate at the T-junction with Cemetery Lane. Appropriate measures will be considered to enable access to and from the proposed active travel infrastructure. This route, which plugs into NCN1 currently crosses the River Tweed going north via Royal Tweed Bridge, then going south crosses the Tweed on Old Berwick Bridge. This can be confusing particularly for tourists. Total length of the route is circa 2km.</p>
<p>Active Travel Link Improvements Four Towns in Northumberland (Phase 2) – Morpeth</p>	<p>The purpose of the scheme is to design and develop an LTN1/20 compliant walking and cycling corridor connecting a series of key trip origin and destinations. The route will extend from the town centre (junction with the A192 Bridge Street and the A197) south along Castle Bank and Shields Road, providing a connection to the railway station, then continuing South and then east to Stobhill where a series of new housing developments have recently been established on the outskirts of the town. The A196 around Stobhill has already benefitted from the introduction of some 'shared use' provision and Toucan Crossings as part of Section 278 works from the housing developments. This scheme will link and improve the existing route which leads to the neighbouring town of Guidepost. A mix of mandatory and advisory cycle track also exists as well as a parallel crossing within close proximity to the railway station which this scheme will seek to improve and tie into. The route will form a mix of 'shared use' and fully segregated cycle track in areas where space permits. Some junction treatment will be required at specific locations to maintain safe movement through the junctions for walking and cycling purposes. Width constraints exist where the route navigates over the bridge near the town centre and the under the bridge near the railway station. Total length of the route is circa 3km.</p>
<p>A193 Seafront Active Travel Scheme</p>	<p>The purpose of the scheme is to design and develop an LTN1/20 compliant walking and cycling corridor between Kingsway in Blyth to the Northumberland border at Old Hartley, approximately 4.7km. The route will form an extension of both the ATF2 Waterloo Road Improvements in Blyth which is due to be further extended as part of the ATF3 funded Bondicar Terrace to Kingsway scheme due to be completed throughout 2024. At its southern extents, the route will form a link with the Sustainable Seafront Active Travel scheme currently being constructed in North Tyneside along the A193 from Blyth Road to Grand Parade in Tynemouth. The route will then extend approximately 3km further into South Tyneside as part of the NCN1 Coast Road Cycleway which is also underway on site. In total this will represent an upgrade to the popular NCN1 with an on road segregated facility covering over 15km of coastline linking Blyth to Tynemouth and affording recreational and commuting opportunities.</p>





Active Travel Improvements - Jarrow-Hebburn (NCN14)	This scheme involves the upgrades of the existing NCN14 route from South Shields town centre to the boundary of Gateshead. In total this route is approximately 10km long and off-road segregated. We will be concentrating more fully in the section between Jarrow to Gateshead via Hebburn approximately 5km in length. South Tyneside Council has a significant net outflow of commuters daily, primarily to Sunderland, but also to Newcastle and Gateshead. Given the other alternative routes from South Shields is along the A185- inhospitable to novice cyclists other routes need to be identified and improved. This scheme will do that and improve pedestrian accessibility at various points along the route in the townships of Hebburn and Jarrow.
South Shields Town Centre Active Travel Route	This scheme involves creation of a new off-road segregated cycle route through South Shields town centre. In total this route is approximately 1.4km long. This will connect the existing NCN1 and NCN14 seamlessly via the existing transport interchange, Shields ferry and new college site. South Tyneside Council has a significant net outflow of commuters daily, primarily to Sunderland, but also to Newcastle and Gateshead. Given the other alternative routes from South Shields is along the main roads via private car these are largely inhospitable to novice cyclists other routes need to be identified and improved. We also recognise that it is unlikely that everyone will be able to cycle such distances on a daily basis so we are also improving access to and from major transport interchanges.
Northern Spire to Washington Cycle route	A new 3.48km long active travel link between Northern Spire towards Washington and the Nissan site. New Off-road provision, will add features to improve safety such as signalised crossings and new lighting.
Phase 2 - Ryhope Road Cycle Route	Provide an LTN 1/20 compliant 1.12km long on road segregated cycle route from Grangetown to the south of the city centre along Ryhope Road into the city centre reallocating one of the lanes on the dual carriageway.
Silksworth - City Centre Cycle Route	To deliver a 3.3 km route, comprising of a combination of improvements to existing route and new sections of route forming connections. Included new lighting along the route and new crossing facilities at Barnes gyratory and Premier Road junctions.
South Sunderland Growth Area to Ryhope Village Active Modes	New fully segregated 1.1km cycle facility from Grangetown to the South Sunderland Growth Area (SSGA - 3000 new homes) - completing the route introduced by the Ryhope Road Scheme proposal.

## 4.3 SCHEME SCENARIOS

- 4.3.1 The Programme Business Case has developed the indicative CRSTS programme, totalling £181m which includes a 23% level of over-programming in relation to the £132.7m available (for all modes). When considering the CRSTS funding settlement only, a variety of programme scenarios have been derived to understand the impact of programme composition on programme VfM. These programme scenarios cut across the established themes within the PBC, a summary of scenarios is shown in Table 4-2.



**Table 4-2 – Programme Scenarios**

ID	Scenario	Description
1	<b>Total Programme</b> 	Consists of the prioritised 40 schemes (including all of the AT sub-programme schemes), totalling £181m of CRSTS funding.
2	<b>Delivery Driven</b> 	Determined through schemes identified as having relatively lower delivery risk based on an independent assessment of scheme status, complexity, adjacencies and scale. Schemes deemed “green” using comprehensive risk RAG rating have been prioritised, which when including the regionally significant schemes resulted in £9m overprogramming. As a result, to maximise the number of schemes in the programme, two higher CRSTS cost schemes were removed.
3	<b>VfM Driven</b> 	Programme comprising those schemes identified to offer the best VfM proposition at this stage. The build-up of schemes includes an initial step of accounting for all schemes with a BCR>2. To achieve a programme cost of ~£132m, scheme complexity was also considered, which resulted in the omission of one scheme which delivered high VfM.
4	<b>Strategic Driven</b> 	Schemes ranked and prioritised in terms of priorities, in line with the emerging Transport Plan objectives, North East CA ambitions, mayoral manifesto and schemes with wider regional benefits and significance. Some adjustments required considering deliverability and VfM to achieve a programme cost of ~£132m

4.3.2 The schemes included in each of the programme scenarios are shown in Table 4-3:

**Table 4-3 - Schemes in Programme Scenarios**

<b>Scheme</b>	<b>Total Programme</b>	<b>Delivery Driven</b>	<b>VfM Driven</b>	<b>Strategic Driven</b>
Active Travel Link Improvements Boroughwide	✓	✓	✓	
Active Mode Improvements between High Spenn and Greenside	✓	✓	✓	
Derwent Cycle Route Improvements	✓		✓	✓
Birtley Town Centre Active Travel Improvements	✓		✓	
Askew Road West Cycleway	✓	✓	✓	✓
Active Travel Link Improvements at Metrogreen	✓	✓	✓	
Sustainable Access Improvements across the Tyne	✓	✓		✓
Active Mode Improvements in Newcastle City Centre	✓		✓	
Active Travel Link Improvements Citywide	✓	✓	✓	✓
Active Mode Improvements - Newcastle and North Tyneside	✓		✓	✓
Active Travel Link Improvements Boroughwide	✓	✓	✓	✓
Connecting North Shields Fish Quay	✓	✓	✓	✓
Wallsend Masterplan - Sustainable Transport	✓	✓	✓	✓
Active Mode Links - North West of Borough	✓	✓	✓	
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) – Amble	✓	✓	✓	✓
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) – Ashington 1	✓	✓	✓	✓
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Ashington 2	✓			
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Berwick	✓			
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Morpeth	✓			
A193 Seafront Active Travel Scheme	✓	✓	✓	✓
Active Travel Improvements - Jarrow-Hebburn (NCN14)	✓	✓	✓	✓
South Shields Town Centre Active Travel Route	✓		✓	
Northern Spire to Washington Cycle route	✓	✓	✓	
Phase 2 - Ryhope Road Cycle Route	✓	✓	✓	
Silksworth - City Centre Cycle Route	✓	✓	✓	
South Sunderland Growth Area to Ryhope Village Active Modes	✓	✓	✓	

## 4.4 APPROACH TO FORECAST, APPRAISAL AND COSTING

4.4.1 The impacts appraised within this partial FBC are set out in Table 4-4:

**Table 4-4 – Economic Impacts Assessed**

Impact	Quantitative/Qualitative/Monetary	Methodology/Tools
<b>Economic</b> <ul style="list-style-type: none"> <li>Business Users and transport providers</li> <li>Commuting and other users</li> </ul>	<ul style="list-style-type: none"> <li>Monetary - (Congestion benefit from mode shift)</li> </ul>	<ul style="list-style-type: none"> <li>AMAT (Nov 2023), utilising DfT ATF4e uplift tool.</li> </ul>
<b>Environmental</b> <ul style="list-style-type: none"> <li>Noise</li> <li>Air quality</li> <li>GHG</li> <li>Landscape</li> <li>Townscape</li> <li>Historic environment</li> <li>Biodiversity</li> <li>Water environment</li> </ul>	<ul style="list-style-type: none"> <li>Quantitative – (reduction in car kilometres from mode shift)</li> <li>Monetary – (reduction in noise and greenhouse gases, improvement in local air quality from mode shift)</li> <li>Qualitative – (landscape, townscape, historic environment, biodiversity and water environment)</li> </ul>	<ul style="list-style-type: none"> <li>AMAT (Nov 2023), utilising DfT ATF4e uplift tool.</li> <li>TAG unit A3 – Environmental Impact Appraisal</li> </ul>
<b>Social</b> <ul style="list-style-type: none"> <li>Physical Activity</li> <li>Journey Quality</li> <li>Accidents</li> <li>Security</li> <li>Accessibility</li> <li>Affordability</li> <li>Severance</li> <li>Option and Non-Use Values</li> </ul>	<ul style="list-style-type: none"> <li>Monetary – (Reduced Risk of premature death, reduced absenteeism from greater active travel, reduction in collisions involving vehicles due to mode shift, improvements in journey quality from active travel infrastructure provision)</li> <li>Qualitative – (All other aspects)</li> </ul>	<ul style="list-style-type: none"> <li>AMAT (Nov 2023), utilising DfT ATF4e uplift tool.</li> <li>TAG unit A4.1.</li> </ul>
<b>Public Accounts</b> <ul style="list-style-type: none"> <li>Costs to the Broad Transport Budget</li> <li>Indirect Tax Revenues</li> </ul>	<ul style="list-style-type: none"> <li>Monetary (Infrastructure maintenance reduction from mode shift, reduction in tax revenues from mode shift)</li> </ul>	<ul style="list-style-type: none"> <li>AMAT (Nov 2023), utilising DfT ATF4e uplift tool.</li> </ul>
<b>Distributional Impacts</b>	<ul style="list-style-type: none"> <li>Qualitative – Screening of all aspects</li> </ul>	<ul style="list-style-type: none"> <li>TAG unit A4.2.</li> </ul>

4.4.2 In line with TAG Unit A5-1, the DfT's Active Mode Appraisal Toolkit (AMAT) (November 2023 update<sup>11</sup>) has been used to estimate the benefits associated with improved cycling/walking infrastructure. The tool considers the benefits in terms of increased physical activity, mode shift and journey quality.

<sup>11</sup> Subsequent to running the AMATs a new version has been released by DfT. This will be utilised for final appraisal.

## Existing Demand

- 4.4.3 The existing number of walking and cycling trips has been determined using either recent observed counts or estimation from available data as per Table 4-5. These are entered into the AMAT to derive the largest proportion of the journey quality benefits.



**Table 4-5 – Baseline Demand for AMAT**

<b>Scheme</b>	<b>Baseline demand source</b>
Active Travel Link Improvements Boroughwide	Mix of Tyne and Wear Traffic and Accident Data Unit (TADU) counts and Propensity to Cycle Tool estimates (factored to all purposes).
Active Mode Improvements between High Spenn and Greenside	Propensity to Cycle Tool estimates (factored to all purposes).
Derwent Cycle Route Improvements	Propensity to Cycle Tool estimates (factored to all purposes).
Birtley Town Centre Active Travel Improvements	Ped counter 8904 nearby, cycle counters 9753 and 9991 to north and south
Askew Road West cycleway	Propensity to Cycle Tool estimates (factored to all purposes).
Active Travel Link Improvements at Metrogreen	2011 Census JTW data (factored to all purposes)
Sustainable Access Improvements across the Tyne	Mix of TADU and DfT count data
Active Mode Improvements in Newcastle City Centre	Propensity to Cycle Tool estimates (factored to all purposes).
Active Travel Link Improvements Citywide - Heaton Road	TADU Counters 9729 and 8804 (March – May 2023)
Active Travel Link Improvements Citywide - Fenham Hall Drive	Propensity to Cycle Tool estimates (factored to all purposes).
Active Mode Improvements - Newcastle and North Tyneside	Propensity to Cycle Tool estimates (factored to all purposes).
Active Travel Link Improvements Boroughwide	Propensity to Cycle Tool estimates (factored to all purposes).
Connecting North Shields Fish Quay	Propensity to Cycle Tool estimates (factored to all purposes).
Wallsend Masterplan - Sustainable Transport	Propensity to Cycle Tool estimates (factored to all purposes).
Active Mode Links - North West of Borough	Propensity to Cycle Tool estimates (factored to all purposes).
Active Travel Improvements Four Towns in Northumberland (Ph1 & 2)	Propensity to Cycle Tool estimates (factored to all purposes).
A193 Seafront Active Travel Scheme	Propensity to Cycle Tool estimates (factored to all purposes).
Active Travel Improvements - Jarrow-Hebburn (NCN14)	Observed count from 2020
South Shields Town Centre Active Travel Route	Observed count from 2022
Northern Spire to Washington Cycle route	TADU average count at count-site 9819 between 2017 and 2019
Phase 2 - Ryhope Road Cycle Route	TADU average count at count-site 9819 between 2017 and 2019
Silksworth - City Centre Cycle Route	TADU cycle counter average daily count over last 4 years
South Sunderland Growth Area to Ryhope Village Active Modes	TADU average count at count-site 9986 between 2017 and 2019

## Uplift in Active Travel

- 4.4.4 A major element of the associated benefits is the increase in active travel that comes about once provision is put in place of a high-quality nature, that prioritises and protects pedestrian and cycle movements. This gives benefits for health, from increased physical activity, and the related mode shift impacts from reduced car and taxi use.
- 4.4.5 The potential scale of new trips which could be generated as a result of the implementation of the scheme has been estimated using the Department for Transport's Active Travel Fund 4(E) Uplifts tool which was released in November 2023. It estimates the potential uplift in demand, using underlying data trends reflected in the central Cycling and Walking Investment Strategy (CWIS) data model.
- 4.4.6 The DfT tool suggests the core uplift to be used from the range presented, based on the intrinsic walking and cycling potential for each geographical area. For the local authorities in the North East CA area, these are as shown in Table 4-6:

**Table 4-6 - Central Estimates for Intrinsic cycling/walking potential category**

District	Cycling Potential	Walking Potential
Gateshead	Low	Middle
Newcastle	High	High
North Tyneside	Middle	Middle
Northumberland	Middle	Middle
South Tyneside	Middle	Middle
Sunderland	Middle	Middle

- 4.4.7 The estimated scheme costs (excluding risk) have been applied in the uplift tool divided between the various intervention types (scheme dependent) and benchmarked against the typical cost of delivering these as observed from DfT research.
- 4.4.8 It should be noted that the central estimates are suggested for the district as a whole, related to demographics and other aspects of the population, and therefore they may be unreliable for certain areas which may be untypical in comparison to the average population.

## Inputs/assumptions for AMAT

- 4.4.9 An appraisal period of 40 years has been used in the majority of cases, applied to each scheme rather than the programme as a whole, given the schemes are of a high-quality design and consistent with LTN 1/20, with 2024 as the appraisal year and the intervention opening year informed by the programme for each scheme. Subsequent appraisal related to Assurance

Statements for each scheme will justify the appraisal period and this may lead to shorter appraisal periods of 20 years as appropriate in relation to scheme designs and associated maintenance requirements.

- 4.4.10 The recommended calculation for “how much of a cycling/walking trip will use the route?” has been utilised for all AMATs (route length/average trip length), while the change in infrastructure is scheme dependent and based on the designs available at this stage.
- 4.4.11 Default values have been maintained for the Assumptions section of the AMATs.

### **Scheme Costs**

- 4.4.12 AMAT requires an estimate for the initial, upfront costs of implementing the intervention and any maintenance costs for the capital infrastructure schemes. The total intervention cost and private contribution cost have been inputted separately in the AMAT to account for the final Present Value Cost (PVC) used for the economic appraisal. This ensures that the PVC is only calculated for those scheme costs which impact the public purse. At this stage, the profile of funding from private and public sources is assumed to be identical.
- 4.4.13 The initial estimate of scheme costs is in 2024 prices and the construction cost aligns with that presented in the financial dimension. A 5% maintenance cost has been assumed every 10 years, to account for likely maintenance costs over the lifetime of the scheme.
- 4.4.14 Risk/Contingency allowance has been removed from the costing provided by the partner authorities as Optimism Bias is to be included instead, in line with TAG unit A1.2. The Optimism Bias figure is higher than the risk estimate and will better reflect unknown risks.
- 4.4.15 The level of Optimism Bias used has been aligned to the level of design development for each scheme as follows (in line with the guidance within TAG unit A1.2):
  - Pre-concept / Concept/ Feasibility - 46%
  - Outline / Preliminary - 23%
- 4.4.16 It should be noted that Optimism Bias has not been applied to the maintenance cost estimates, in line with standard practice.
- 4.4.17 Scheme capital costs have been input to AMAT, including estimates of construction inflation. Allowance for bespoke inflation related to construction have been applied to allow for real cost inflation and, therefore, have not been stripped out as per the user guidance.
- 4.4.18 AMAT undertakes the PVC calculation following the approach set out in TAG Unit A1.1 and the worked example in TAG unit A1.2, which are described in detail in the below section.

### **Rebasing**

- 4.4.19 TAG Unit A1.1 Cost Benefit Analysis explains that, when applying monetary values to cost impacts over a long appraisal period, it is important to exclude the effects of inflation. Failure to do so would distort the results by placing too much weight on future impacts, where values would be higher simply because of inflation.
- 4.4.20 For Cost Benefit Analysis purposes, all values, when specified for different schemes at a given base year, should be adjusted to exclude future inflation. This is to prevent the effects of inflation, during variable scheme construction horizons, from distorting the common base values.

- 4.4.21 To convert from a 2024 price base to common price base year (2010) an inflation index (GDP Deflator) has been applied, thereby allowing for the change in inflation between 2024 and 2010.
- 4.4.22 The GDP price deflator index contained in the TAG data book (v1.22, November 2023) has been used to convert prices from the 2024 price base year to 2010:
- 100 (at 2010) / 141.8 (at 2024)

### **Discounting**

- 4.4.23 TAG Unit A1.1 requires that, in order to calculate a present value, all monetised costs and benefits arising in the future should be 'discounted', that is to say adjusted for people's 'social time preference', to consume goods and services now, rather than in the future.
- 4.4.24 A discount rate per annum is applied, to represent the reduced present value of deferred future monetary costs and benefits.
- 4.4.25 The scheme cost estimates have been discounted to DfT base year present value, at 2010, using rates from TAG Databook (November 2023).
- 3.5% pa from base year 1 to year 30; and
  - 3.0% pa from year 31 to year 60.

### **Market Prices**

- 4.4.26 The scheme cost was converted from the 'factor cost' to the 'market price' unit of account using the TAG indirect tax correction factor of x 1.19, which reflects the average rate of indirect taxation in the economy.
- 4.4.27 The PVCs derived from the AMAT used to calculate the BCRs are presented in Table 4-8.

### **Uncertainty**

- 4.4.28 As the DfT's ATF4e uplift tool has been utilised, a range of uplifts can be presented, based upon low, medium or high uptake. This reflects the level of uncertainty around the associated benefits of investing in improved facilities for active travel, which may be influenced by supporting policies and interventions.

## **4.5 SCHEME LEVEL IMPACTS**

- 4.5.1 The range of uplifts that could result from the investments in active travel infrastructure, as predicted by the DfT uplift tool, are shown below in Table 4-7.
- 4.5.2 The core AMAT results, utilising the central estimate uplift recommended by the tool based on the local authority characteristics, for each scheme in the Active Travel Sub-programme are presented in Table 4-8.



**Table 4-7 - Baseline and uplifts in active travel expected**

Scheme Name	Component	Walking trips baseline	Walking uplifts (low, med, high)		Cycling trips baseline	Cycling uplifts (low, med, high)	
			Low	Med		Low	Med
Active Travel Link Improvements Boroughwide	East Gateshead LCWIP (East Package)-Sec 1 A38	1983	Low	2056	58	Low	72
			Med	2095		Med	81
			High	2165		High	106
	A40	311	Low	344	46	Low	52
			Med	361		Med	56
			High	392		High	68
	A44	254	Low	312	45	Low	56
			Med	343		Med	63
			High	399		High	84
	A51	142	Low	237	29	Low	47
			Med	287		Med	59
			High	378		High	92
	Old Durham Road - Queen Elizabeth Hospital to Wrekenton cycling corridor	723	Low	935	34	Low	73
			Med	1047		Med	101
			High	1250		High	173
		1745	Low	2404	33	Low	155

	Durham Road - Flyover to Chowdene Bank cycling corridor		Med	2750		Med	239
			High	3381		High	465
	Dunston to Whickham cycling corridor	281	Low	428	74	Low	101
			Med	505		Med	120
			High	645		High	170
	Ryton to Crawcrook cycling and pedestrian corridor	5310	Low	5516	17	Low	55
			Med	5623		Med	81
			High	5820		High	152
	A185 - Heworth to Pelaw corridor	1902	Low	2079	walking intervention - no cycling uplift		
			Med	2172			
			High	2342			
Active Mode Improvements between High Spen and Greenside	High Spen to Greenside cycle route	57	Low	177	0	Low	22
			Med	241		Med	38
			High	356		High	79
Derwent Cycle Route Improvements	Derwent Cycle Route Improvements	286	Low	356	58	Low	71
			Med	392		Med	80
			High	459		High	104

Birtley town centre active travel improvements	Birtley town centre active travel improvements	730	Low	1740	227	Low	413
			Med	2270		Med	542
			High	3237		High	888
Askew Road West cycleway	Askew Road West cycleway	115	Low	410	243	Low	297
			Med	565		Med	335
			High	848		High	436
Active Travel Link Improvements at Metrogreen	Combined scheme sections (S16 and I scheme(I13,I4,I9))		Low	1355	38	Low	136
			Med	1439		Med	203
			High	1593		High	384
Sustainable Access Improvements across the Tyne	Bensham Road	2607	Med	3037	390	Low	442
	Heworth to Tyne Bridges	9037	Med	9317	188	Low	221
	Metro Centre to Bridges	4511	Med	4768	396	Low	419
	Heworth to Bridges	1432	Med	1612	97	Low	118
	Westgate Road	-	Med	-	116	Low	122
Active Mode Improvements in Newcastle City Centre	Central Newcastle - Walking, Cycling and Public Transport improvements	8791	Low	9346	1098	Low	1226
			Med	9637		Med	1314
			High	10168		High	1550
	NE22a - Heaton Road to Shields Road	1626	Low	1895	305	Low	367

Active Travel Link Improvements Citywide			Med	2036		Med	410
			High	2294		High	524
	NE22B - Fenham Hall Drive-Two Ball Lonnen to Convent Road	1195	Low	1473	59	Low	123
			Med	1619		Med	167
			High	1886		High	286
	NE22b - Fenham Hall Drive	934	Low	1464	140	Low	262
			Med	1741		Med	346
			High	2248		High	572
Active Mode Improvements - Newcastle and North Tyneside	Coast Road - includes cycling	18874	Low	18942	127	Low	189
			Med	18977		Med	232
			High	19042		High	347
Active Travel Link Improvements Boroughwide	A191 Corridor West-Section 1 till Holystone rdabout	525	Low	1379	219	Low	352
			Med	1826		Med	444
			High	2643		High	691
	A191 West Section 2-Uptil New York road junction	323	Low	913	196	Low	288
			Med	1223		Med	352
			High	1789		High	522
	A191 Foxhunters to Hillheads	2355	Low	2880	383	Low	465



			Med	3156		Med	521
			High	3658		High	673
	Coast Road Quietway	3432	Low	3660	537	Low	573
			Med	3780		Med	597
			High	3999		High	663
	A189 Corridor	290	Low	556	75	Low	116
			Med	695		Med	145
			High	950		High	222
Connecting North Shields Fish Quay	Union Quay to Western Quay	25	Low	620	6	Low	99
			Med	932		Med	163
			High	1502		High	335
	Ferry to Tynemouth	120	Low	255	29	Low	98
			Med	325		Med	145
			High	454		High	273
Wallsend Masterplan - Sustainable Transport	01 Segedunum Loop	Only cycling intervention			142	Low	278
						Med	372
						High	624
	02 West Street & Wallsend TC	2403	Low	2890	103	Low	179

			Med	3144		Med	231
			High	3610		High	372
	03 Park Road	807	Low	881	224	Low	289
			Med	919		Med	333
			High	989		High	454
Active Mode Links - North West of Borough	01 Waggonways Refresh (inc. NCN10)	Only cycling intervention			146	Low	235
						Med	296
						High	461
	02 Killingworth Lake Loop	Only cycling intervention			244	Low	324
						Med	379
						High	526
Active Travel Links Improvements Four Towns in Northumberland	NO12a – Amble (Phase 1)	128	Low	441	60	Low	97
			Med	605		Med	122
			High	905		High	190
	NO12b – Ashington 1 (Phase 1)	1336	Low	1882	108	Low	172
			Med	2167		Med	216
			High	2690		High	334
		1336	Low	1959	96	Low	169

	NO12c – Ashington 2 (Phase 2)		Med	2285		Med	219
			High	2881		High	354
	NO12d – Berwick (Phase 2)	292	Low	647	132	Low	173
			Med	834		Med	202
			High	1174		High	279
	NO12e – Morpeth (Phase 2)	1252	Low	1668	80	Low	129
			Med	1886		Med	162
			High	2285		High	252
	A193 Seafront Active Travel Scheme	1. Bondicar to South Beach	Low	1200	222	Low	254
			Med	1343		Med	276
			High	1604		High	335
		2. South Beach to Old Hartley	Low	1537	222	Low	293
			Med	1856		Med	342
			High	2440		High	474
Active Travel Improvements - Jarrow-Hebburn (NCN14)	NCN 14 Improvements	5397	Low	5981	197	Low	303
			Med	6287		Med	376
			High	6847		High	572
	South Shields Town Centre Cycling Route	9784	Low	10211	43	Low	127

South Shields Town Centre Active Travel Route			Med	10434		Med	186
			High	10843		High	342
Northern Spire to Washington Cycle route	SSTC4 non-motorised user route	Only cycling intervention			74	Low	253
						Med	329
						High	533
Phase 2 - Ryhope Road Cycle Route	Improving Strategic Cycle Networks in Sunderland - Ryhope Road Strategic Cycle Route	100	Low	429	99	Low	156
			Med	602		Med	195
			High	917		High	301
Silksworth - City Centre Cycle Route	Silksworth - A690 cycle route	149	Low	317	33	Low	128
			Med	405		Med	194
			High	567		High	371
South Sunderland Growth Area to Ryhope Village Active Modes	SSGA to Ryhope Village Cycle Route	343	Low	823	87	Low	303
			Med	831		Med	357
			High	845		High	503



**Table 4-8 - AMAT results (core)**

<b>Scheme</b>	<b>Present Value of Benefits, £000's (2010 prices &amp; values)</b>	<b>Present Value of Costs, £000's (2010 prices &amp; values)</b>	<b>Benefit/Cost ratio</b>	<b>Value for Money Category (Quantifiable benefits only)</b>
Active Travel Link Improvements Boroughwide	20230.3	6270.1	3.2	High
Active Mode Improvements - High Spen and Greenside	1401.2	425.4	3.3	High
Derwent Cycle Route Improvements	1009.7	256.1	3.9	High
Birtley Town Centre Active Travel Improvements	11428.6	5222.8	2.2	High
Askew Road West cycleway	3692.5	1572.4	2.3	High
Active Travel Link Improvements at Metrogreen	2845.2	1565.5	1.8	Medium
Sustainable Access Improvements across the Tyne	11901.7	2646.5	4.5	Very High
Active Mode Improvements in Newcastle City Centre	13858.0	2186.4	6.3	Very High
Active Travel Link Improvements Citywide	27098.9	4238.0	6.4	Very High
Active Mode Improvements - Newcastle and N Tyneside	6901.7	1928.5	3.6	High
Active Travel Link Improvements Boroughwide	33528.3	9714.9	3.5	High
Connecting North Shields Fish Quay	10409.1	4382.0	2.4	High
Wallsend Masterplan - Sustainable Transport	13906.5	6024.6	2.3	High
Active Mode Links - North West of Borough	9179.0	3885.7	2.4	High
Active Travel Links - Four Towns in Northumberland (Phase 1 only – Amble and Ashington A1)	14678.1	4597.1	3.2	High
Active Travel Links - Four Towns in Northumberland (Phase 2 only – Ashington A2, Morpeth A2, Berwick A3)	29760.60	9901.56	3.0	High
A193 Seafront Active Travel Scheme	15528.9	4101.8	3.8	High
Active Travel Improvements - Jarrow-Hebburn (NCN14)	12232.7	2314.5	5.3	Very High
South Shields Town Centre Active Travel Route	9995.1	2295.5	4.4	Very High
Northern Spire to Washington Cycle route	6458.9	2856.0	2.3	High
Phase 2 - Ryhope Road Cycle Route	5053.2	1401.2	3.6	High
Silksworth - City Centre Cycle Route	3733.5	1857.9	2.0	High
South Sunderland Growth Area to Ryhope Village	3993.8	1395.3	2.9	High

## Level of Uncertainty

- 4.5.3 The main uncertainty related to appraisal at this stage is the likely uplift in active travel usage, as this is the main driver of the level of benefit for the schemes.
- 4.5.4 As shown in Table 4-7, the uplift tool gives three potential values for uplift. For the core scenario, shown in Table 4-8, the recommendations within the uplift tool have been utilised. However, to understand the likelihood of lower or higher benefits and the related impact on BCR the other potential values have been examined to understand the certainty around the core scenario.
- 4.5.5 For some schemes, it is not possible or useful to assign a single category, because the likelihood of the proposal falling into each of two categories are close, or simply unknown. In such cases, a 'hybrid category', such as 'Medium-High' is reported and explained in Table 4-9.

**Table 4-9 - VfM Category Rationale and Uncertainties**

Scheme Name	Uncertainty Narrative	Impact on Value for Money Category
Active Travel Link Improvements Boroughwide	Low cycle potential. Therefore, the core estimate is likely to be a floor for benefits. Medium uplift is likely to be a ceiling for benefits.	The proposal represents High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money.
Active Mode Improvements between High Spenn and Greenside	Low cycle potential. Therefore, the core estimate is likely to be a floor for benefits. Medium uplift is likely to be a ceiling for benefits.	The proposal represents High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money.
Derwent Cycle Route Improvements	Low cycle potential. Therefore, the core estimate is likely to be a floor for benefits. Medium uplift is likely to be a ceiling for benefits.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver Very High value for money.
Birtley Town Centre Active Travel Improvements	Low cycle potential. Therefore, the core estimate is likely to be a floor for benefits. Medium uplift is likely to be a ceiling for benefits.	The proposal represents High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money.
Askew Road West cycleway	Low cycle potential. Therefore, the core estimate is likely to be a floor for benefits. Medium uplift is likely to be a ceiling for benefits.	The proposal represents High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money.
Active Travel Link Improvements at Metrogreen	Low cycle potential. Therefore, the core estimate is likely to be a floor for benefits. Medium	The proposal represents Medium value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver Medium value for money.

	uplift is likely to be a ceiling for benefits.	
Sustainable Access Improvements across the Tyne	Low cycle potential. Therefore, the core estimate is likely to be a floor for benefits. Medium uplift is likely to be a ceiling for benefits.	The proposal represents High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money.
Active Mode Improvements in Newcastle City Centre	High cycle and walk potential. Therefore, the core estimate is likely to be a ceiling for benefits. Medium uplift is likely to be a floor for benefits.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver Very High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
Active Travel Link Improvements Citywide	High cycle and walk potential. Therefore, the core estimate is likely to be a ceiling for benefits. Medium uplift is likely to be a floor for benefits.	The proposal represents Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver Very High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out. Assessment shows a medium cycling and walking potential will also yield a Very High value for money.
Active Mode Improvements - Newcastle and North Tyneside	High cycle and walk potential. Therefore, the core estimate is likely to be a ceiling for benefits. Medium uplift is likely to be a floor for benefits.	The proposal represents High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out. Assessment shows a medium cycle and walk potential will also yield a High value for money.
Active Travel Link Improvements Boroughwide	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
Connecting North Shields Fish Quay	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
Active Mode Links - North West of Borough	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but

		future demand growth is uncertain and lower demand growth cannot be ruled out.
Active Travel Links Improvements Four Towns in Northumberland (First Phase – Amble and Ashington 1)	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
Active Travel Links - Four Towns in Northumberland (Phase 2 only – Ashington A2, Morpeth A2, Berwick A3)	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
A193 Seafront Active Travel Scheme	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
Active Travel Improvements - Jarrow-Hebburn (NCN14)	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver Very High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
South Shields Town Centre Active Travel Route	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver Very High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out.
Northern Spire to Washington Cycle route	Range of low or high uplift likely around the core.	The proposal represents High to Medium value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out. Low uplift in demand would yield a Medium value for money.
Phase 2 - Ryhope Road Cycle Route	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out. Low uplift in demand would still yield a High value for money.



Silksworth - City Centre Cycle Route	Range of low or high uplift likely around the core.	The proposal represents High to Low value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out. Low uplift in demand would yield a Low value for money.
South Sunderland Growth Area to Ryhope Village Active Modes	Range of low or high uplift likely around the core.	The proposal represents High to Very High value for money. If demand growth continues as assumed in the central case, it is most likely that the proposal will deliver High value for money, but future demand growth is uncertain and lower demand growth cannot be ruled out. Low uplift in demand would still yield a High value for money.

- 4.5.6 Given the early stage of scheme development, and reflecting the status of this Partial FBC, the costs remain a significant source of uncertainty and will be developed further once more detailed design work is undertaken. As such, there may be further movement of the value for money position, and there is a likelihood that increasing scheme costs may result in a need for prioritisation of the programme components or a de-scoping of some elements to fit within the approved funding.

## 4.6 PROGRAMME LEVEL IMPACTS

- 4.6.1 Combined results for the CRSTS package of active travel schemes are shown in Table 4-10, for the four Programme Business Case scenarios as described in section 3.3:

**Table 4-10 - Programme Scenarios and Appraisal Results**

	Total Programme	Delivery Driven	Value for Money Driven	Strategic Driven
Present Value of Benefits (£m, 2010 prices)	£268.8	£225.6	£256.9	£180.6
Present Value of Costs (£m, 2010 prices)	£81.0	£69.2	£78.4	£51.7
Benefit Cost Ratio	3.3	3.3	3.3	3.5

- 4.6.2 It can be seen that the overall sub-programme benefit cost ratio sits in the High value for money category for all of the scenarios presented, giving assurance that the flexible approach to programming and prioritisation of individual schemes will not significantly alter the position in terms of value for money of the overall sub-programme.

## 4.7 SENSITIVITY TESTING

- 4.7.1 Sensitivity testing is required to understand how changes to key input assumptions may impact the VfM and investment case for the programme.
- 4.7.2 North East CA's ambition is to deliver the entire CRSTS1 Active Travel Sub-programme which will require other funding and delivery routes and is therefore defined as the Total Programme. Therefore, the Delivery Driven, VfM Driven and Strategic Driven scenarios demonstrate that sensitivity testing around the core Total Programme scenario has been undertaken, which has shown that the programme will deliver High value for money irrespective of programme composition.
- 4.7.3 An additional set of sensitivity tests have been carried out to identify the changes required in total costs or benefits for the BCR for each scenario to breach the adjacent value for money categories. All scenarios currently comfortably lie within the High value for money categories (BCR between 2 and 4), so the change in benefits or costs have been calculated to understand what changes would be required to fall within the Medium value for money category (between 1.5 and 2) and Very High value for money category (BCR greater than 4). The changes required are shown in Table 4-11.
- 4.7.4 Sensitivity tests for agglomeration benefits have not been undertaken for Active Travel schemes, as per the accompanying Programme Business Case.

**Table 4-11 – Sub-programme Level Sensitivity Testing**

	Scenario	Total Programme	Delivery Driven	Value for Money Driven	Strategic Driven
Current position of High VfM (BCR >2 and <4)	Current benefits (£m in 2010 prices)	£268.8	£225.6	£256.9	£180.6
	Current costs	£81.0	£69.2	£78.4	£51.7
Very High VfM (BCR > 4)	Benefits required (% increase)	£332.3 (24%)	£283.5 (26%)	£321.4 (25%)	£211.9 (17%)
	Costs required (% decrease)	£65.6 (-19%)	£55.0 (-20%)	£62.7 (-20%)	£44.1 (-15%)
Medium VfM (BCR >1.5 and <2)	Benefits required (% decrease)	£149.9 (-44%)	£127.9 (-43%)	£145.0 (-44%)	£95.6 (-47%)
	Costs required (% increase)	£145.3 (79%)	£122.0 (76%)	£138.9 (77%)	£97.6 (89%)

## 4.8 SOCIAL AND DISTRIBUTIONAL IMPACT ANALYSIS

- 4.8.1 Following TAG unit A4.1, an assessment has been made as to the social impacts of the schemes, this is summarised in terms of the 7-point scale in Table 4-12. All schemes see beneficial impacts in terms of accidents, physical activity, severance, journey quality and accessibility.
- 4.8.2 The following schemes are predicted to see large beneficial impacts, for these individual categories:
- **Accidents** - Derwent Cycle Route Improvements, Active Travel Link Improvements Citywide (Newcastle), Active Mode Links - North West of Borough (N Tyneside)
  - **Physical Activity** - Active Mode Improvements in Newcastle City Centre, Active Mode Improvements - Newcastle and North Tyneside, Active Travel Link Improvements Boroughwide (N Tyneside), Wallsend Masterplan - Sustainable Transport, Active Travel Improvements - Jarrow-Hebburn (NCN14), South Shields Town Centre Active Travel Route, Northern Spire to Washington Cycle route, Phase 2 - Ryhope Road Cycle Route, Silksworth - City Centre Cycle Route, South Sunderland Growth Area to Ryhope Village Active Modes.
  - **Severance** - Active Mode Improvements in Newcastle City Centre, Active Travel Link Improvements Citywide (Newcastle), Active Travel Improvements - Jarrow-Hebburn (NCN14), South Shields Town Centre Active Travel Route.
  - **Journey Quality** - Active Mode Links - North West of Borough (N Tyneside), Active Travel Links Improvements Four Towns in Northumberland (first phase), A193 Seafront Active Travel Scheme, Active Travel Improvements - Jarrow-Hebburn (NCN14), South Shields Town Centre Active Travel Route, Northern Spire to Washington Cycle route, Silksworth - City Centre Cycle Route, South Sunderland Growth Area to Ryhope Village Active Modes.
- 4.8.3 A summary of the social and distributional impact assessments is presented below.
- 4.8.4 There are several potential impacts of the interventions which cannot currently be quantified in AMAT but, nevertheless, might constitute a material benefit of interventions. These will be considered to inform the interventions value for money rating in the next stage.
- 4.8.5 The likely missing impacts will feature the following elements (not all applicable in every case):
- Collisions: reductions in severity and rates with protected cycle/pedestrian infrastructure
  - Wellbeing: related to physical activity and access to green space
  - Severance reduction
  - Tourism and local spend in the economy
  - Public realm improvements

**Table 4-12 - Social Impacts Summary Scores**

	Accidents	Physical Activity	Security	Severance	Journey Quality	Option and non-use values	Accessibility	Personal Affordability
Active Travel Link Improvements Boroughwide	Moderate beneficial	Moderate beneficial	Neutral	Moderate beneficial	Moderate beneficial	Neutral	Moderate beneficial	Neutral
Active Mode Improvements between High Spenn and Greenside	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Slight beneficial	Neutral	Moderate beneficial	Neutral
Derwent Cycle Route Improvements	Large beneficial	Moderate beneficial	Neutral	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Neutral
Birtley Town Centre Active Travel Improvements	Moderate beneficial	Moderate beneficial	Neutral	Moderate beneficial	Moderate beneficial	Neutral	Slight beneficial	Neutral
Askew Road West cycleway	Moderate beneficial	Moderate beneficial	Neutral	Slight beneficial	Moderate beneficial	Neutral	Moderate beneficial	Neutral
Active Travel Link Improvements at Metrogreen	Slight beneficial	Slight beneficial	Neutral	Neutral	Slight beneficial	Neutral	Neutral	Neutral
Active Mode Improvements in Newcastle City Centre	Moderate beneficial	Large beneficial	Neutral	Large beneficial	Slight beneficial	Neutral	Slight beneficial	Neutral
Active Travel Link Improvements Citywide	Large beneficial	Moderate beneficial	Neutral	Large beneficial	Slight beneficial	Neutral	Moderate beneficial	Neutral
Active Mode Improvements - Newcastle and North Tyneside	Slight beneficial	Large beneficial	Neutral	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Neutral
Active Travel Link Improvements Boroughwide	Moderate beneficial	Large beneficial	Neutral	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Neutral
Connecting North Shields Fish Quay	Slight beneficial	Moderate beneficial	Neutral	Moderate beneficial	Moderate beneficial	Neutral	Slight beneficial	Neutral
Wallsend Masterplan - Sustainable Transport	Slight beneficial	Large beneficial	Neutral	Slight beneficial	Slight beneficial	Neutral	Slight beneficial	Neutral
Active Mode Links - North West of Borough	Large beneficial	Moderate beneficial	Neutral	Moderate beneficial	Large beneficial	Neutral	Moderate beneficial	Neutral
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Amble	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Moderate beneficial	Neutral

Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Ashington 1	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Slight beneficial	Neutral
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) - Ashington 2	Moderate beneficial	Moderate beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Moderate beneficial	Neutral
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Berwick	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Moderate beneficial	Neutral
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) - Morpeth	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Moderate beneficial	Neutral
A193 Seafront Active Travel Scheme	Slight beneficial	Moderate beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Slight beneficial	Neutral
Active Travel Improvements - Jarrow-Hebburn (NCN14)	Slight beneficial	Large beneficial	Neutral	Large beneficial	Large beneficial	Neutral	Moderate beneficial	Neutral
South Shields Town Centre Active Travel Route	Moderate beneficial	Large beneficial	Neutral	Large beneficial	Large beneficial	Neutral	Moderate beneficial	Neutral
Northern Spire to Washington Cycle route	Moderate beneficial	Large beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Slight beneficial	Neutral
Phase 2 - Ryhope Road Cycle Route	Moderate beneficial	Large beneficial	Neutral	Slight beneficial	Slight beneficial	Neutral	Moderate beneficial	Neutral
Silksworth - City Centre Cycle Route	Moderate beneficial	Large beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Slight beneficial	Neutral
South Sunderland Growth Area to Ryhope Village Active Modes	Moderate beneficial	Large beneficial	Neutral	Slight beneficial	Large beneficial	Neutral	Slight beneficial	Neutral



## 4.10 DISTRIBUTIONAL ANALYSIS

4.10.1 Given the stage of development, and the nature of the schemes, it has not been possible to fully develop an assessment of the distributional impacts; however, a narrative is provided in Table 4-13.

**Table 4-13 – Non-monetised benefits and social & distributional impacts**

Name	Description of non-monetised benefits	Notable social and distributional impacts
Active Travel Link Improvements Boroughwide	Walking interventions improving access to Metro stations. Benefits to users of improvements in station facilities as part of the scheme e.g. wayfinding. Improved air quality and reduced climate change impacts due to lower levels of car dependency. Furthermore, benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	There will be an increase in the take-up of active mode use (both walking and cycling). This induces modal shift and reduces the level of accidents, also increasing the level of physical activity. The scheme improves pedestrian access to Heworth Metro, and provides high quality cycle routes to key services and destinations.
Active Mode Improvements between High Spennings and Greenside	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The provision of a shared use route for pedestrians and cyclists is likely to increase uptake of active modes. This modal shift is likely to reduce the level of accidents and increase the level of physical activity. The scheme will look to create an off-road route between High Spennings and Greenside, improving access to facilities between the two villages.
Derwent Cycle Route Improvements	Reduction in the number of casualties along the route through reducing conflict between vehicles and cyclists. Furthermore benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The implementation of a southbound shared use footway / cycleway, and a northbound 1.5m cycleway, will reduce the number of accidents cyclists currently experience. The induced modal shift will reduce the level of accidents and increase the levels of physical activity. Access to planned housing development in the west of the borough will be unlocked.

Name	Description of non-monetised benefits	Notable social and distributional impacts
Birtley Town Centre Active Travel Improvements	Incentivisation for people living along this corridor to switch to cycling for their journeys, reducing the unnecessary usage of private cars. Furthermore benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	There will be an increase in the take-up of active mode use as a result of this scheme (both walking and cycling). This induces modal shift and reduces the level of accidents and increases the levels of physical activity in the area. Linking stretches of existing infrastructure, improving junctions, changing signals and narrowing the carriageway for traffic will reduce existing severance.
Askew Road West cycleway	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The scheme will result in an increase in the take-up of active mode use (both walking and cycling). This induces modal shift and reduces the level of accidents, and increases the levels of physical activity. The scheme improves junction crossings for active mode users, and reallocate road space away from vehicle users. This improves existing severance along the route, facilitating cycling access to/from Gateshead towards western residential areas.
Active Travel Link Improvements at Metrogreen	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	Reduced private vehicle trips over a short distance will increase the number of accidents, and slightly increased levels of physical activity.
Sustainable Access Improvements across the Tyne	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	Reduced private vehicle trips across the Tyne through improved cycling and walking infrastructure, increasing physical activity. The addition of wayfinding, tactile paving and regular lighting will result in safety benefits. Severance will be reduced through the introduction of build outs, raised tables, dropped kerbs and parallel crossings, as well as connected and consistent cycling and walking infrastructure - allowing movements over the Tyne bridges

Name	Description of non-monetised benefits	Notable social and distributional impacts
		that previously could only be completed safely through use of private vehicles.
Active Mode Improvements in Newcastle City Centre	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The mode shift resulting from the scheme will reduce the number of accidents and increase levels of physical activity. Severance in the area exists between pedestrianised areas due to heavy vehicle movement. The scheme will have a large beneficial impact on severance through reallocating road space away from vehicle users to those walking and wheeling, reducing severance currently experienced.
Active Travel Link Improvements Citywide	Provision of well-connected active travel routes in Newcastle making seamless travel easier for users.	Safer, controlled junction crossing points for pedestrians will reduce the likelihood of accidents occurring. The mode shift resulting from the scheme will further reduce the number of accidents and increase the level of physical activity.
Active Mode Improvements - Newcastle and North Tyneside	Improved journey time reliability of the bus network Reduced congestion Improved air quality through reducing dependency on private cars Reduced carbon emissions from the transport sector Furthermore benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	Any modal shift to active modes from private car can reduce the number of vehicles on the road, thereby reducing the impact on accidents, and increasing the level of physical activity. As part of delivering the bus and cycling corridor, improvements will be made to pedestrian and cycling crossing points along the extents of the scheme. This will improve existing issues of severance for pedestrians and cyclists where congested junctions are difficult to cross. A slight beneficial score has therefore been given for this impact.

Name	Description of non-monetised benefits	Notable social and distributional impacts
Active Travel Link Improvements Boroughwide	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The addition of formalised cycle infrastructure through incorporating varying types of provision will reduce the occurrence of accidents and increase levels of physical activity. The scheme bridges gaps in the existing cycle network and delivers wider access benefits.
Connecting North Shields Fish Quay	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The addition of a segregated cycle route will reduce current conflict with motor vehicles and reduce the likelihood of accidents, mode shift will further reduce the number of accidents whilst increasing levels of physical activity. The scheme will reduce severance along the NCN C2C route between segregated sections and mixed traffic section.
Wallsend Masterplan - Sustainable Transport	Improved health performance outcomes due to increased physical activity Improved visitor economy Furthermore benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The scheme provides the opportunity for safe cycling and walking routes as a viable alternative to car-based trips. It is anticipated that mode shift to active modes will occur as a result of the scheme. This reduces the level of accidents and increases levels of physical activity. The scheme will improve connectivity to wider networks and reduce existing pockets of severance for pedestrian and cycling trips between the High Street, Metro Station, Segendunum, and employment sites along the river.
Active Mode Links - North West of Borough	Connections to multi-modal transport links such as the Northumberland Line, Metro stations, and local bus stations. Furthermore, benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The mode shift to active modes occurring as a result of the scheme, and upgrading and formalising to encourage safe use, will reduce the number of accidents and increase levels of physical activity. The scheme improves connections into a number of local villages, connecting to multi-modal transport links such as the Northumberland Line, Metro, and local Bus Station at Killingworth.

Name	Description of non-monetised benefits	Notable social and distributional impacts
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Amble	Meet the targets set in the Local Transport Plan - to support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and provide a healthy natural environment	It is anticipated that mode shift to active modes will occur as a result of the scheme. This reduces the level of accidents and increases the levels of physical activity. The scheme improves connectivity to existing employment sites, schools, play areas and improving junctions for pedestrians and cyclists, reducing existing severance.
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Ashington 1	Meet the targets set in the Local Transport Plan - to support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and provide a healthy natural environment	It is anticipated that mode shift to active modes will occur as a result of the scheme. This reduces the level of accidents and increases the levels of physical activity. The scheme moves current journeys undertaken along back lanes onto visible and direct routes. Therefore, the scheme has a positive impact on passive surveillance. The scheme improves connectivity to existing employment sites, schools, the new railway station and improving junctions for pedestrians and cyclists, reducing existing severance.
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) - Ashington 2	Meet the targets set in the Local Transport Plan - to support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and provide a healthy natural environment	It is anticipated that mode shift to active modes will occur as a result of the scheme. This reduces the level of accidents and increases the levels of physical activity. The route allows for improved access to Wansbeck General Hospital, one of the major employment sites to North Seaton (south east sector).
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Berwick	Meet the targets set in the Local Transport Plan - to support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and provide a healthy natural environment	It is anticipated that mode shift to active modes will occur as a result of the scheme. This reduces the level of accidents and increases the levels of physical activity. The route will offer connectivity to Priory Park County First School via Cemetery Lane, Tweedmouth Community Middle School via Billendean Terrace, Berwick Academy, Berwick Sports and Leisure Centre and a retail park



Name	Description of non-monetised benefits	Notable social and distributional impacts
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Morpeth	Meet the targets set in the Local Transport Plan - to support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and provide a healthy natural environment The route will offer connectivity to Morpeth Railway Station	It is anticipated that mode shift to active modes will occur as a result of the scheme. This reduces the level of accidents and increases the levels of physical activity. The route will offer connectivity to Morpeth Railway Station and offers an opportunity to encourage walking and cycling use to various schools in Morpeth.
A193 Seafront Active Travel Scheme	Meet the targets set in the Local Transport Plan - to support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and provide a healthy natural environment	It is anticipated that mode shift to active modes will occur as a result of the scheme. This reduces the level of accidents and increases the levels of physical activity.
Active Travel Improvements - Jarrow-Hebburn (NCN14)	Reduced journey times for active travel Reduced congestion for vehicles Reduced likelihood of collisions Furthermore benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The scheme will reduce the likelihood of collisions between cyclists and vehicles through the creation of seamless off-road connectivity for commuters, novice cyclists, and pedestrians. The resultant mode shift further reduces the number of accidents and increases levels of physical activity. This scheme improves accessibility for commuters, primarily to Sunderland, but also to Newcastle and Gateshead. This scheme will also improve pedestrian accessibility at various points along the route in the townships of Hebburn and Jarrow.
South Shields Town Centre Active Travel Route	This scheme improves access to and from major transport interchanges such as the Shields Ferry Terminal Reduced journey times for active travel Reduced congestion for vehicles. Furthermore, benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The inclusion of key junctions in the area that have local concerns would deliver benefits in accident reduction. The resultant mode shift further reduces the number of accidents and increases levels of physical activity. This scheme improves access to and from major transport interchanges such as the Shields Ferry Terminal and the new South Tyneside College site. The scheme also improves accessibility for commuters travelling to Sunderland, Newcastle and Gateshead.

Name	Description of non-monetised benefits	Notable social and distributional impacts
Northern Spire to Washington Cycle route	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The provision of an off-road route for commuter cyclists, equipped with additional features such as lighting and improved crossing facilities, reduces the likelihood of accidents occurring and increases physical activity. The scheme compliments existing strategic cycles routes connecting with key employment areas in Washington and Sunderland City Centre
Phase 2 - Ryhope Road Cycle Route	Improved access for cyclists from the south of the city to the redeveloped Sunderland station for onward journeys. Furthermore, benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The provision of LTN 1/20 compliant segregated cycle infrastructure reduces conflicts between cyclists and motorists, reducing the likelihood of accidents and increasing physical activity. The scheme connects Ryhope and Grangetown population centres in the southeast of the city with the city centre and local shopping and schools.
Silksworth - City Centre Cycle Route	Removal of parked vehicles on certain sections of the route. Furthermore, benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The provision of a segregated route for commuter cyclists, equipped with additional features such as lighting and improved crossing facilities, reduces the likelihood of accidents occurring and improves physical activity through mode shift. The scheme improves access to employment sites. By working with local groups the scheme will improve access for all users including users who require adaptive cycles and lack provision currently.
South Sunderland Growth Area to Ryhope Village Active Modes	Benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits are not included within the AMAT.	The provision of 1.15km of fully segregated and LTN 1/20 compliant cycle route, along with crossing upgrades, will reduce the likelihood of accidents occurring between cyclists and other road users, and mode shift will increase physical activity. The scheme improves access to employment sites. By working with local groups the scheme will improve access for all users including users who require adaptive cycles and lack provision currently.

## 4.11 CARBON ANALYSIS

- 4.11.1 A high-level estimate of the active travel sub-programme's carbon impact has been prepared.
- 4.11.2 The sub-programme is estimated to have a net carbon impact of + 37,597 tCO<sub>2</sub>e over a 40-year appraisal period. Under these high-level calculations estimated infrastructure carbon impacts associated with construction (+44,381 tCO<sub>2</sub>e) outweigh user emission savings from forecast modal-shift (-8,979 tCO<sub>2</sub>e). The scheme-by-scheme impact is detailed in the table and figure below.

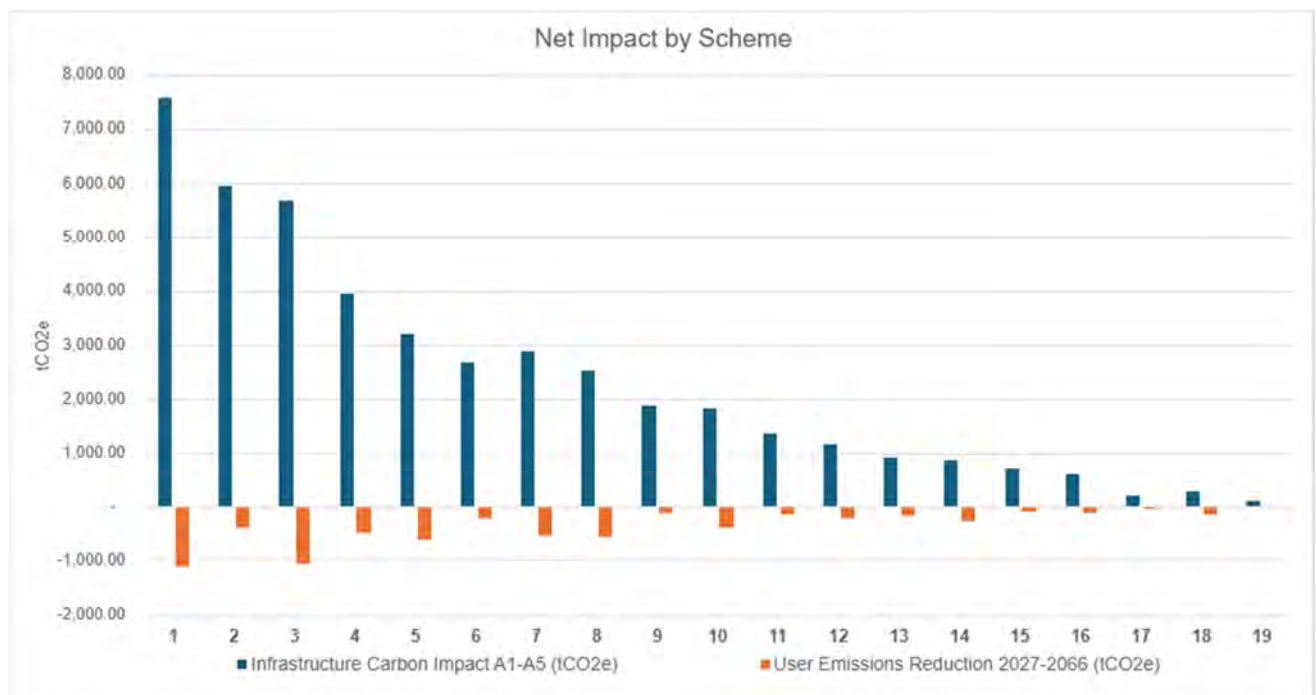
**Table 4-14 - Carbon Impact Summary Table for Programme of Schemes**

Scheme ID	Scheme Name	Scheme Cost	User Emissions (tCO <sub>2</sub> e)	Infrastructure Carbon (tCO <sub>2</sub> e)	Net Impact tCO <sub>2</sub> e
1	Active Travel Link Improvements Boroughwide (North Tyneside)	£17,934,375.00	-1,107.61	7,564.05	6,456.44
2	Birtley Town Centre Active Travel Improvements	£7,499,112.01	-392.53	5,964.33	5,571.80
3	Active Travel Links - Four Towns in Northumberland (Phase 2 only – Ashington A2, Morpeth A2, Berwick A3)	£21,692,806.00	-1,075.62	5,683.53	4,607.91
4	Wallsend Masterplan - Sustainable Transport	£9,299,900.00	-500.43	3,935.82	3,435.39
5	Active Travel Link Improvements Boroughwide (Gateshead)	£10,480,945.00	-619.86	3,203.24	2,583.38
6	Active Mode Links - North West of Borough	£5,630,417.00	-221.34	2,679.28	2,457.94
7	Active Travel Links - Four Towns in Northumberland (Phase 1 only – Amble and Ashington A1)	£11,066,420.00	-538.31	2,875.01	2,336.70
8	A193 Seafront Active Travel Scheme	£9,688,307.00	-561.41	2,537.18	1,975.77
9	Active Travel Link Improvements at Metrogreen	£2,890,949.00	-115.59	1,882.93	1,767.33
10	Connecting North Shields Fish Quay	£6,875,000.00	-390.83	1,825.95	1,435.12
11	Northern Spire to Washington Cycle route	£4,500,000.00	-144.89	1,378.15	1,233.26
12	South Shields Town Centre Active Travel Route	£2,989,875.00	-215.68	1,157.59	941.91
13	Silksworth - City Centre Cycle Route	£3,000,000.00	-166.66	918.76	752.10
14	Active Travel Improvements - Jarrow-Hebburn (NCN14)	£3,478,271.00	-282.25	858.96	576.70
15	South Sunderland Growth Area to Ryhope Village	£2,200,000.00	-107.29	727.63	620.34
16	Askew Road West cycleway	£2,840,605.00	-114.85	607.41	492.56
17	Active Mode Improvements - High Spennithorne and Greenside	£700,015.00	-46.88	202.50	155.62
18	Phase 2 - Ryhope Road Cycle Route	£2,500,000.00	-155.34	270.80	115.45
19	Derwent Cycle Route Improvements	£394,865.00	-27.12	108.15	81.03
20	Sustainable Access Improvements	£6,500,000	-311.25		

21	Active Mode Improvements in Newcastle City Centre	£4,330,000	-572.90		
22	Active Travel Link Improvements Citywide	£7,000,000	-1,112.19		
23	Active Mode Improvements - Newcastle and N Tyneside	£4,000,000	-197.89		

4.11.3 Four schemes (ID 20-23) have only been assessed for user emissions. Infrastructure carbon has not been assessed due to Direct Works Costs (DWC) being unavailable at the time of assessment.

**Figure 4-2 - Net Carbon Impact by Scheme**



- 4.11.4 This initial, high-level assessment is based on estimated vehicle km reductions as calculated in AMAT and scheme costs. The user emission calculation has converted vehicle km reductions to carbon using DfT TAG data in line with DfT's AMAT to CO2 tool. Infrastructure carbon has been estimated by applying carbon benchmarks from DfT's LTICBT tool using a high-level cost-based benchmarking methodology.
- 4.11.5 Additionally, emissions have been monetised using the TAG GHG Workbook, representing the societal cost of emissions over the appraisal period. The net present value of carbon dioxide equivalent emissions of the proposal is estimated to be -£12,291,298. The upper estimate and lower estimate net present value are -£18,434,216 and -£6,147,787 respectively.
- 4.11.6 As per the Strategic Dimension, this is not a full reflection of the value and strategic importance of the infrastructure. Active travel infrastructure is crucial in enabling sustainable travel choices and encouraging modal shift, a critical component in achieving national Net Zero targets and carbon budgets.
- 4.11.7 These figures at a scheme level will be reassessed as part of the completion of individual Assurance Statements and reported accordingly.

## 4.12 APPRAISAL SUMMARY

- 4.12.1 Following the principles of HM Treasury Green Book, the AST has been designed to record all impacts. The full AST for the Sub-programme, (based on the total programme scenario and central case demand) which summarises the information contained within the Economic Case, is provided in Appendix D.
- 4.12.2 A breakdown of the benefits by type is shown in Table 4-15. It can be seen that the greatest benefit stream is related to the health benefit of reduced risk of premature death.

**Table 4-15 - Benefits by type for the Active Travel Sub-Programme (Total Programme Scenario)**

COMPONENT	BENEFITS (PVB 2010) (£ million)
Congestion benefit	£18.2
Infrastructure maintenance <sup>12</sup>	£0.1
Accident	£1.9
Local air quality	£0.1
Noise	£0.1
Greenhouse gases	£0.9
Reduced risk of premature death	£166.2
Absenteeism	£31.5
Journey ambience	£54.2
Indirect taxation	£0.1
Private contributions <sup>13</sup>	£4.2

<sup>12</sup> This benefit is used in the calculation of Present Value of Costs, related to reduced maintenance.

<sup>13</sup> Within AMAT private contributions reduce the PVB



## 4.13 VALUE FOR MONEY ASSESSMENT

- 4.13.1 The final value for money assessment for each scheme is shown in Table 4-16. This considers all economic, environmental and social impacts of the proposals through qualitative, quantitative and monetised information presented above. The level of uncertainty is also presented, to inform the likelihood of the VfM category presented.

**Table 4-16 - Value for Money of Schemes**

Scheme Reference	Certainty of VfM Category			
	Low	Medium	High	Very High
Active Travel Link Improvements Boroughwide (Gateshead)	Very Unlikely	Very Unlikely	Very Likely	Very Unlikely
Active Mode Improvements between High Spenn and Greenside	Very Unlikely	Very Unlikely	Very Likely	Very Unlikely
Derwent Cycle Route Improvements	Very Unlikely	Very Unlikely	Very Unlikely	Very Likely
Birtley Town Centre Active Travel Improvements	Very Unlikely	Very Unlikely	Very Likely	Very Unlikely
Askew Road West cycleway	Very Unlikely	Very Unlikely	Very Likely	Very Unlikely
Active Travel Link Improvements at Metrogreen	Very Unlikely	Very Likely	Very Unlikely	Very Unlikely
Sustainable Access Improvements across the Tyne	Very Unlikely	Possible	Very Likely	Likely
Active Mode Improvements in Newcastle City Centre	Very Unlikely	Very Unlikely	Likely	Very Likely
Active Travel Link Improvements Citywide (Newcastle)	Very Unlikely	Very Unlikely	Very Unlikely	Very Likely
Active Mode Improvements - Newcastle and North Tyneside	Very Unlikely	Very Unlikely	Very Likely	Very Unlikely
Active Travel Link Improvements Boroughwide	Very Unlikely	Very Unlikely	Very Likely	Likely
Connecting North Shields Fish Quay	Very Unlikely	Possible	Very Likely	Likely
Active Mode Links - North West of Borough	Very Unlikely	Very Unlikely	Very Likely	Likely
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) – Ashington A1	Very Unlikely	Very Unlikely	Very Likely	Likely
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Amble	Very Unlikely	Possible	Very Likely	Likely

Active Travel Links Improvements Four Towns in Northumberland (Phase 2) - Ashington A2	Very Unlikely	Very Unlikely	Very Likely	Likely
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Berwick A3	Likely	Very Unlikely	Very Likely	Very Unlikely
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Morpeth A2	Very Unlikely	Very Unlikely	Very Likely	Likely
A193 Seafront Active Travel Scheme	Very Unlikely	Very Unlikely	Very Likely	Likely
Active Travel Improvements - Jarrow-Hebburn (NCN14)	Very Unlikely	Very Unlikely	Likely	Very Likely
South Shields Town Centre Active Travel Route	Very Unlikely	Very Unlikely	Likely	Very Likely
Northern Spire to Washington Cycle route	Very Unlikely	Likely	Very Likely	Very Unlikely
Phase 2 - Ryhope Road Cycle Route	Very Unlikely	Very Unlikely	Very Likely	Possible
Silksworth - City Centre Cycle Route	Very Unlikely	Likely	Very Likely	Possible
South Sunderland Growth Area to Ryhope Village Active Modes	Very Unlikely	Very Unlikely	Very Likely	Possible

4.13.2 Overall, the programme (all scenarios) is assessed to be **High VfM**, when considering the established, evolving and indicative monetised impacts, level of uncertainty, and also the non-monetised impacts of the schemes.

#### 4.14 WAY FORWARD / NEXT STEPS

4.14.1 Given the results from the economic appraisal, it is considered valid to continue developing the design and cost certainty so that all schemes can be appraised in more detail as part of the Assurance Statement process; this will provide greater certainty as to the level of benefits predicted from the package.

4.14.2 Important next steps for the scheme promoter partner authorities are:

- Further detailed design to feed into AMATs;
- Further refinement and confirmation of costs for scheme development and construction;
- Additional survey data to be undertaken to inform baseline appraisal and Monitoring & Evaluation; and
- Prioritisation of schemes to form the final CRSTS package.

#### 4.15 SUMMARY

This Economic Dimension for the North East CRSTS Active Travel Sub-programme is fully aligned with Government's CRSTS guidance, the Economic Dimension has:	
Fully aligned with the Government's CRSTS guidance and has been prepared in accordance with the Green Book, DfT's TAG, DLUHC Appraisal Guide and other relevant departmental guidance	✓
Demonstrated that the various scenarios all represent High value for money.	✓
Provided confidence that the CRSTS1 Active Travel Sub-programme will deliver high value for money overall, regardless of the final composition of schemes which are delivered.	✓

## 5 FINANCIAL DIMENSION

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### 5.1 INTRODUCTION

- 5.1.1 The Financial dimension sets out how the scheme costs have been developed and provides assurance on the robustness of the estimates, the affordability of the proposals and the funding arrangements.

### 5.2 APPROACH TO SCHEME COST ESTIMATION

- 5.2.1 Scheme cost estimates have been provided by the individual partner authorities, based on the level of design available at this stage. A standard set of proformas were produced to include elements as shown below:

- Roadworks and structures;
- Utilities allowance;
- Preliminaries;
- Traffic management and contractor mobilisation;
- Land acquisition;
- Building acquisition;
- Site investigation;
- Contract admin;
- Studies / design;
- Site preparation;
- Building and construction costs;
- Plants and machinery;
- Fees;
- Risk and contingency;
- Site supervision; and
- Monitoring and evaluation.

- 5.2.2 The cost estimates are based on a variety of price bases, from Q4 2021 to Q4 2023/24. As such, inflation has been incorporated (if not included as part of a bill of quantities) using the Road Tender Price Inflation (from BCIS) or Construction Price Inflation (from BCIS).

- 5.2.3 The estimated cost of the programme, assuming the Total Programme package, at out-turn prices, is £147.5 million. Table 5-1 shows the build-up of the cost estimates.

**Table 5-1 – Breakdown of scheme costs, outturn with inflation applied to year of construction (£m)**

<b>Scheme name</b>	<b>Roadworks / Structures</b>	<b>Utilities Allowance</b>	<b>Preliminaries</b>	<b>Traffic Management</b>	<b>Land Acquisition</b>	<b>Building Acquisition</b>	<b>Site Investigation</b>	<b>Contract Admin</b>	<b>Studies/ Design</b>	<b>Site Preparation</b>	<b>Building , Construction Costs</b>	<b>Plants and Machinery</b>	<b>Fees</b>	<b>Risk &amp; Contingency</b>	<b>Other / Multiple Other</b>	<b>Inflation</b>	<b>Total</b>
Active Travel Link Improvements Boroughwide	5.8	0.6	0.0	1.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	1.6	0.2	0.6	<b>10.5</b>
Active Mode Improvements between High Spen and Greenside	0.4	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	<b>0.7</b>
Derwent Cycle Route Improvements	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	<b>0.4</b>
Birtley Town Centre Active Travel Improvements	3.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3	1.3	0.6	1.4	<b>7.5</b>
Askew Road West cycleway	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.2	0.3	0.3	<b>2.8</b>
Active Travel Link Improvements at Metrogreen	1.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.5	0.1	0.3	<b>2.9</b>
Sustainable Access Improvements across the Tyne	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.3	4.7	0.0	<b>6.5</b>
Active Mode Improvements in Newcastle City Centre	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.9	3.1	0.0	<b>4.3</b>
Active Travel Link Improvements Citywide	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1.4	5.1	0.0	<b>7.0</b>
Active Mode Improvements - Newcastle and North Tyneside	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.8	2.9	0.0	<b>4.0</b>



Active Travel Link Improvements Boroughwide	11.4	0.8	2.3	0.0	0.0	0.0	0.4	0.4	1.2	0.0	0.0	0.0	0.0	0.8	0.5	0.0	<b>17.9</b>
Connecting North Shields Fish Quay	3.2	0.3	0.8	0.0	0.0	0.0	0.1	0.2	0.5	0.0	0.9	0.0	0.0	0.7	0.3	0.0	<b>6.9</b>
Wallsend Masterplan - Sustainable Transport	6.0	0.3	1.2	0.0	0.0	0.0	0.2	0.3	0.6	0.0	0.0	0.0	0.0	0.8	0.0	0.0	<b>9.3</b>
Active Mode Links - North West of Borough	4.1	0.1	0.7	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.3	0.1	0.0	<b>5.6</b>
Active Travel Improvements Four Towns in Northumberland (Ph 1) – Ashington A1	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	2.1	0.0	0.4	<b>5.2</b>
Active Travel Improvements Four Towns in Northumberland (Ph1) – Amble	2.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	2.4	0.0	0.5	<b>5.9</b>
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) - Ashington A2	4.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	3.6	0.0	0.7	<b>8.9</b>
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Berwick A3	3.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.1	0.0	0.9	<b>5.7</b>
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Morpeth A2	3.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.8	0.0	0.6	<b>7.1</b>
A193 Seafront Active Travel Scheme	4.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	3.9	0.0	0.8	<b>9.7</b>
Active Travel Improvements - Jarrow-Hebburn (NCN14)	1.3	0.1	0.5	0.4	0.0	0.0	0.0	0.5	0.3	0.0	0.0	0.0	0.0	0.3	0.1	0.0	<b>3.5</b>
South Shields Town Centre AT Route	1.8	0.3	0.6	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	<b>3.0</b>
Northern Spire to Washington Cycle route	2.3	0.3	0.1	0.1	0.0	0.0	0.1	0.4	0.4	0.0	0.0	0.0	0.0	0.5	0.5	0.0	<b>4.5</b>
Phase 2 - Ryhope Road Cycle Route	1.3	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.3	0.3	0.0	<b>2.5</b>
Silksworth - City Centre Cycle Route	1.5	0.2	0.1	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.3	0.3	0.0	<b>3</b>
South Sunderland Growth Area to Ryhope Village Active Modes	1.1	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	<b>2.2</b>

### 5.3 PROGRAMME SPEND PROFILE – ACROSS THE FUNDING PERIOD

- 5.3.1 Based on the complexity of the scheme, profiles of spend have been estimated for each individual scheme up to the end of the funding period in Q4 2026/2027. This incorporates the business case, procurement and construction phases with durations for each informed by the RAG ratings for delivery, which were undertaken for the CRSTS Programme Business Case.
- 5.3.2 The assumed annual profile of expenditure is shown in Table 5-2.

**Table 5-2 – Annual Spend Profile (Total Programme Scenario)**

Scheme Name	2024/25	2025/26	2026/27
Active Travel Link Improvements Boroughwide	£583,137	£2,096,189	£7,801,619
Active Mode Improvements between High Spen and Greenside	£0	£233,338	£466,677
Derwent Cycle Route Improvements	£0	£98,716	£296,149
Birtley Town Centre Active Travel Improvements	£209,509	£314,263	£6,975,340
Askew Road West cycleway	£113,413	£927,966	£1,799,226
Active Travel Link Improvements at Metrogreen	£345,040	£1,272,955	£1,272,955
Sustainable Access Improvements across the Tyne	£325,000	£162,500	£6,012,500
Active Mode Improvements in Newcastle City Centre	£216,500	£2,778,417	£1,335,083
Active Travel Link Improvements Citywide	£350,000	£4,491,667	£2,158,333
Active Mode Improvements - Newcastle and North Tyneside	£240,000	£1,645,714	£2,114,286
Active Travel Link Improvements Boroughwide	£984,083	£1,275,417	£15,674,875
Connecting North Shields Fish Quay	£362,500	£1,917,500	£4,595,000
Wallsend Masterplan - Sustainable Transport	£687,964	£4,236,936	£4,375,000
Active Mode Links - North West of Borough	£1,246,667	£4,383,750	£0
Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Ashington A1	£261,900	£1,727,412	£3,177,108

Active Travel Links Improvements Four Towns in Northumberland (Phase 1) - Amble	£299,087	£1,972,688	£3,628,225
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) - Ashington A2	£450,801	£2,973,344	£5,468,661
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Berwick A3	£288,949	£1,905,817	£3,505,234
Active Travel Links Improvements Four Towns in Northumberland (Phase 2) – Morpeth A2	£359,918	£2,373,912	£4,366,169
A193 Seafront Active Travel Scheme	£440,228	£4,624,040	£4,624,040
Active Travel Improvements - Jarrow-Hebburn (NCN14)	£242,400	£3,235,871	£0
South Shields Town Centre Active Travel Route	£0	£2,989,875	£0
Northern Spire to Washington Cycle route	£300,000	£172,500	£4,027,500
Phase 2 - Ryhope Road Cycle Route	£250,000	£2,250,000	£0
Silksworth - City Centre Cycle Route	£133,333	£133,333	£2,733,333
South Sunderland Growth Area to Ryhope Village Active Modes	£125,714	£105,286	£1,969,000
<b>Package Total</b>	<b>£8,816,142</b>	<b>£50,299,406</b>	<b>£88,376,314</b>

## 5.4 OPERATIONAL LIFE FUNDING REQUIREMENT

- 5.4.1 Investment in local transport enhancements should increase the lifespan of existing assets although, in some cases, creation of new assets will result in increased operating costs in the future. There is no call on additional CRSTS funding to meet future operating costs. Where appropriate, main construction contracts will include a period of aftercare plus a period for defects correction.
- 5.4.2 The ongoing operation and maintenance liabilities of refurbished and new assets will fall to the accountable end user. An invest-to-save approach will be taken, across the CRSTS programme, to ensure that capital funding is used to reduce future operating costs and make best use of scarce revenue funding.

5.4.3 An estimate for regular maintenance has been included within the Economic Dimension costs, as per TAG advice.

## 5.5 MANAGING COST CERTAINTY

5.5.1 Risk and contingency elements have been incorporated into the scheme cost by the partner authorities when estimating scheme costs – these range from 3 to 30% of the overall scheme cost with an average figure of 11%. These reflect the individual circumstances, with some schemes having minimal risks given the off-highway nature of interventions and previous delivery experience of the partner authorities.

5.5.2 Individual schemes will be supported by an Assurance statement which will reflect the updated costs, procurement and delivery of the scheme.

## 5.6 ACCOUNTING IMPLICATIONS

5.6.1 The Active Travel subprogramme is expected to have the following implications on public accounts:

- Funding from the DfT is sought to fund the Active Travel Subprogramme element of the CRSTS programme, with funds being spent during the financial years of 2024/25, 2025/26, and 2026/27.
- Local contribution for the programme will be provided through partner authority contributions, and local private developer contributions. More information is provided below.
- As part of the CRSTS programme management arrangements, an Assurance Framework and Partnering agreement have been developed. These documents set out who is responsible if the scheme goes over budget and are discussed further below.

## 5.7 STATEMENT OF FINANCIAL RESPONSIBILITY

5.7.1 The majority of funding is expected to be from the CRSTS, administered via North East CA. However, in line with the requirements of the fund, a minimum of 15% match funding from private sources (e.g. developer contributions), together with public sector sources is expected across the programme. The split between these sources is set out below in Table 5-3.

**Table 5-3 – Scheme costs and sources (Total Programme Scenario)**

Total Scheme Cost (May 2024)	CRSTS Funding Allocated	Match Position (mix of local government funds, other public funding and private contributions)
£147,491,862	£123,267,196	£24,224,665
% split	84%	16%

5.7.2 It should be noted that some match funding from local government is subject to final approval. For example, Northumberland County Council aim to gain approval at a Cabinet meeting in February 2025.

## 5.8 FINANCIAL RISK

- 5.8.1 Upon committing to the inclusion of a scheme in the Partial Full Business Case, and subsequent approval by Cabinet (estimated March 2025), the budget and grant limits will be set.
- 5.8.2 Cost overruns will be met by the scheme promoter (partner authority), as a condition of funding, and underwritten by scheme promoters' Section 151 officer or person with financial accountability i.e. Financial Director, provided for through the assurance process and in acceptance of the grant.
- 5.8.3 A copy of the letter from the North East CA's Section 73 Officer is contained in Annex F of the accompanying Programme Business Case.

## 5.9 FLEXIBILITY IN DELIVERY

- 5.9.1 As discussed in the Economic Dimension, the potential flexibility of the programme has been demonstrated by the creation of various packages as part of the Programme Business Case, which are shown in Table 5-4. These have been derived based on the full CRSTS programme, including Public Transport and Highways elements, and show the potential for the eventual delivery of the active travel elements to adapt to the wider CRSTS programme and future prioritisation of schemes once further details are known related to design.

**Table 5-4 – Potential Scheme Package Financial Costs**

Scheme Package	Total Scheme Cost (Active Travel)	CRSTS Allocation
Total Programme	£147,491,862	£123,267,196
Delivery Driven	£128,278,010	£107,209,106
Value for Money Driven	£140,991,862	£117,834,783
Strategic Driven	£103,200,967	£86,250,819

## 5.10 SUMMARY

**This Financial Dimension for the North East CRSTS Active Travel Sub-programme is fully aligned with Government's CRSTS guidance, the Financial Dimension has:**

Set out the financial position of the North East CA CRSTS Active Travel Sub-programme.	✓
Set out the process for scheme cost estimation and annual profiled spend	✓
Confirmed that the CRSTS match funding obligations will be met	✓
Declared how financial risk will be managed and who would be responsible for any overrun in terms of cost	✓
Detailed the costs associated with each of the CRSTS funding scenarios	✓



## 6 COMMERCIAL DIMENSION

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### 6.1 INTRODUCTION

- 6.1.1 This section presents the Commercial Dimension for the North East CA CRSTS Active Travel sub-programme. It should be read in conjunction with Chapter 5 of the accompanying Programme Business Case and sets out to demonstrate that the proposals are commercially viable, outlining the applicable procurement options and introducing the approach for engaging with the market.
- 6.1.2 The projects forming the sub-programme culminate in a divisible programme of works, providing flexibility in the scale and timing of the interventions. Given this flexibility, many routes to market are available specific to the delivery partner, with partner authorities and regional scheme delivery varying in their approach. Indeed, the procurement options available to scheme promoters, particularly in terms of specific contracts, may change during the lifecycle of the project, requiring a sufficiently flexible commercial and procurement strategy that allows for alternative approaches, where required.

### 6.2 OUTPUT BASED SPECIFICATION

#### STRATEGIC OBJECTIVES

- 6.2.1 The procurement strategy is underpinned by the following essential requirements:
- A need to have cost certainty that schemes can be delivered within the available funding constraints, through the selection of appropriate contracts at the procurement stage; and
  - A need to ensure that any funding award to scheme promoters is procured and defrayed in a compliant manner.
- 6.2.2 In addition to the above, there are other less rigid constraints which are detailed in Section 5.2 of the accompanying Programme Business Case.

#### KEY ASSESSMENT CRITERIA

- 6.2.3 In formulating a procurement strategy, the key criteria against which the suitability of the procurement approach will be judged are as follows:
- **Price certainty:** Cost certainty and limiting risk is a primary priority for scheme promoters;
  - **Client variations:** During the project life cycle, schemes will be subject to regular value engineering, where scheme scope & definition will be reviewed against the scheme objectives, value for money and cost budget;
  - **Timing:** Completion is based on an overall delivery programme in line with the CRSTS funding window (planned completion of CRSTS schemes by end of March 2027);
  - **Complexity:** The nature of the schemes comprising the CRSTS Active Travel sub-programme are generally within the highway boundary; as a result, they tend to be less complex with lower associated risk;
  - **Responsibility:** By maintaining a single point of responsibility for the design and construction the risk of claims for delay and disruption should be minimised;

- **Risk avoidance:** Scheme promoters would expect to see as much risk transferred to the prime contractor as is commercially sensible and legally valid;
- **Quality level:** Schemes should incorporate good design, considerate construction and high quality mitigation measures; and
- **Social value:** This will include maximising opportunities for maximising both the use of the local supply chain (especially sub-contractors from the SME sector) and training / employment opportunities (including apprenticeships).

## 6.3 SCHEME PROCUREMENT

### APPROACH

- 6.3.1 The principal aim of scheme procurement is to define the optimum process that reaches financial close on the project, having transferred the maximum delivery and cost risk to third parties, whilst ensuring that residual risk is minimised to an acceptable level.
- 6.3.2 Further detail on the aims of scheme procurement is set out in Section 5.3 of the accompanying Programme Business Case.

### PROCUREMENT REQUIREMENTS

- 6.3.3 The types of purchase required for each project are discussed in Section 5.3 of the accompanying Programme Business Case.

### CRSTS PROGRAMME OUTPUTS / OUTCOMES

- 6.3.4 The North East CA CRSTS programme is supported by £147 million of government capital funding for new local transport enhancements with an additional £331 million for essential highway maintenance capital works. It is supplemented with a minimum of £22.1 million (15%) of local contributions (fully additional to government funding), alongside other available funding sources. Of this overall funding profile, approximately £80m has been allocated to active travel schemes, as part of this sub-programme.
- 6.3.5 All of the CRSTS programme pipeline, including the active travel elements, has been developed with an element of over-programming, reflecting the potential for schemes to change in timing, scope or cost.
- 6.3.6 Collectively, the active travel proposals would deliver:
- Key corridors repurposed for active travel through junction improvements and reallocation of space;
  - Over 90km of active travel provision, with a number of schemes connecting to provision delivered through TCF / ATF;
  - 10 schemes demonstrating adjacency with other funding programmes;
  - 19 schemes which form part of LCWIP priority corridors; and
  - 21 schemes intersecting with the NCN improving strategic and regional active travel routes.
- 6.3.7 Appendix C sets out the expected outputs for each of the 22 active travel enhancement schemes that form part of the CRSTS sub-programme pipeline and support the transport-related outcomes, presented overleaf.

## PROCUREMENT PROCESS

- 6.3.8 Details of the procurement process are set out in Section 5.3 of the accompanying Programme Business Case.
- 6.3.9 In order to meet the CRSTS expenditure timescales, by end of March 2027, the primary investment objective will be to deliver high quality works in the shortest possible time (whilst remaining legally compliant and driving value for money).
- 6.3.10 An indicative activity schedule for each of the projects within the sub-programme is provided in Figure 7-6. More detail on procurement activities will be set out on a scheme-by-scheme basis as part of the Assurance Statement process.

## CONTRACT OPTIONS

- 6.3.11 The types of contracts open to scheme promoters are set out in Section 5.3.6 of the accompanying Programme Business Case.

## EXPECTED DELIVERY ROUTES

- 6.3.12 The expected delivery routes for the active travel schemes are summarised below:
- **Gateshead Council:** The Council's internal engineering design team will be responsible for scheme design, with the Council's in-house construction services team (Streetscene) responsible for scheme delivery. The delivery route for one sub-element of the active mode improvements at MetroGreen project, namely, the proposed pedestrian and cycle link from the new Topgolf Ltd development on the Federation Brewery site, is still to be determined.
  - **Newcastle City Council:** The City Council's in-house team will be responsible for scheme design for the active mode improvements in Newcastle City Centre and active travel link improvements city-wide, while Aecom has been commissioned to produce detailed designs for the active mode improvements - Newcastle and North Tyneside project, with the Council's construction services responsible for scheme delivery.
  - **North Tyneside Council:** North Tyneside's in-house teams will be responsible for scheme design (Engineering Services) and delivery (Highways Operations).
  - **Northumberland County Council:** The Council has secured consultancy services to undertake scheme design, whilst Northumberland County Council's in house construction team will be responsible for delivery.
  - **South Tyneside Council:** The Council has secured consultancy services to undertake scheme design, with the Council's in-house construction services team responsible for scheme delivery.
  - **Sunderland City Council:** The City Council's Infrastructure and Commercial Team will be responsible for scheme design, with the Councils in-house Highway Operations teams responsible for active travel scheme delivery.

## 6.4 MARKET ASSESSMENT

- 6.4.1 This section provides an overview of the capabilities and capacity of the supplier market, any gaps which exist between current capabilities and those likely to be required to deliver the programme, and considerations for engaging with the market prior to procurement.
- 6.4.2 In recent years, investment in the North East has enabled the region to improve and increase its wealth of transport assets, since November 2018 the region has secured circa £440 million of funding investment for programmes that include active travel, as set out in Table 6-1.

**Table 6-1 - North East Funding Sources**

Funding Source	Value
CRSTS Transformational Funds (2024-2027)	£147.0m
Transforming Cities Fund Tranche 1	£10.4m
Transforming Cities Fund Tranche 2	£198.0m
Levelling Up Fund - Decarbonising Transport	£19.5m
Active Travel Fund (Round 2 to Round 5)	£51.8m
Consolidated Active Travel Fund (25/26)	£7.2m
Active Travel Capability Funding	£5.7m
Emergency Active Travel Fund	£2.3m
Total	£441.9m

- 6.4.3 This demand will place some pressure on the market, in terms of specialist resource capacity. In order to ensure sufficient resources are available to deliver all active travel schemes in the North East CA CRSTS programme by the end of March 2027, the following will be put in place:
- The North East CA Transport Team will be responsible for carrying out the programme management function of approved CRSTS active travel schemes, to ensure their delivery by scheme promoters. This will include coordinating and facilitating early market engagement with constituent local authorities. The divisible nature of the North East CA CRSTS programme provides flexibility, if necessary, to fit supplier availability. Working alongside the market and further education establishment, the North East CA will look to identify and address any skills gaps and promote innovation.
  - The region already has existing procurement resources in place through the North East Procurement Organisation (NEPO), which enables the regional procurement of various services and supplies. For example, NEPO211 Civil Engineering & Infrastructure Works provides UK public sector bodies with a collaborative approach to procuring construction and

engineering related projects. Contractors have been pre-assessed for their experience, technical and professional ability, with provision for public sector buyers to appoint suppliers via further competition or direct award to access flexibility and choice. Pre-agreed rates, terms and conditions, and safeguards underpin all contracts placed under the framework.

- As the sub-programme, to be funded by CRSTS and delivered locally, takes shape, the North East CA will undertake a review to explore whether additional resources should be added to NEPO in order to manage the frameworks and agreements that will be required to deliver the components of the programme. Alternatively, a separate and bespoke set of resources may be needed to guide procurement of the programme, this will also be investigated.
- Scheme promoters will be responsible for arranging early and informal engagement with private sector suppliers through a series of meet the buyer events, outlining the scope of their CRSTS schemes (including active travel interventions) alongside expectations in terms of procurement timelines. As previously identified, where Local Authorities adopt DLO contracting arrangements, the North East CA will expect, as part of the approvals process, a letter of commitment to resource from the Local Authority (on each project) that they have the capacity and resilience to deliver to the approved programme schedule.
- Scheme promoters will be responsible for coordinating the delivery of their CRSTS active travel schemes with other schemes/programmes to identify more efficient ways of working e.g. combining delivery of new infrastructure with routine maintenance/renewal activities and utilities works.

6.4.4 In delivering individual schemes, within the programme, there will be a focus on maximising social value for local areas, a sustainable pipeline of skills, and diversity within the workforce.

## 6.5 RISK ALLOCATION, TRANSFER AND MITIGATION

### APPROACH TO RISK APPORTIONMENT

- 6.5.1 Throughout the development stage of the individual schemes, risks will be identified, recorded and actively managed as part of the Assurance Statement process. Where appropriate, risk owners will be allocated and tasked with eliminating risks, where possible, or identifying mitigation measures for residual risks. The same ethos will be taken through to the delivery stage of the schemes. Scheme promoters will ultimately be responsible for any cost escalations beyond funding budgets and securing agreed levels of local match funding contributions.
- 6.5.2 A programme risk register will be maintained by North East CA, with individual scheme risk registers produced by the scheme promoters as part of the Assurance Statement process.
- 6.5.3 Each active travel scheme, included in the North East CA CRSTS programme, will be categorised according to its deliverability risk status. The governance arrangements, detailed in the Management Dimension, set out how these risks will be managed to minimise delay to project and programme delivery.

### SUBSIDY CONTROL

- 6.5.4 Having left the European Union, the UK is no longer subject to EU State aid rules. In September 2020, the UK government announced its intent to design a new domestic subsidy control regime that best suited the needs of the UK, promoting value for money to the UK taxpayer, and complying with international obligations. The Act was introduced to Parliament as the Subsidy Control Bill in June 2021 and came into force on 4 January 2023.



- 6.5.5 Full details of the implications of this, for the North East CA CRSTS programme, are set out in Section 5.5.2 of the accompanying Programme Business Case. It should also be noted that the North East CA intends to establish a Subsidy Control scheme, which will highlight grant recipients and the purpose of the grant.

## OPERATIONAL AND MAINTENANCE LIABILITIES

- 6.5.6 The main construction contract will include a period of aftercare plus a period for defects correction.
- 6.5.7 The ongoing operation and maintenance liabilities will fall to scheme promoters, with allocation of risk between the client and contractor to be determined on a scheme-by-scheme basis (acknowledging that many schemes are likely to be designed and delivered in-house).

## 6.6 SUMMARY

This Commercial Dimension for the North East CRSTS Active Travel Sub-programme is fully aligned with Government's CRSTS guidance, the Commercial Dimension has:	
Set out the potential procurement options and expected delivery routes that each delivery partner is anticipated to use for the delivery of the programme	✓
Introduced the approach for engaging with the market and considered market constraints.	✓
Set out the approach to risk apportionment and intentions in respect of subsidy control	✓

## **7 MANAGEMENT DIMENSION**

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### **7.1 INTRODUCTION**

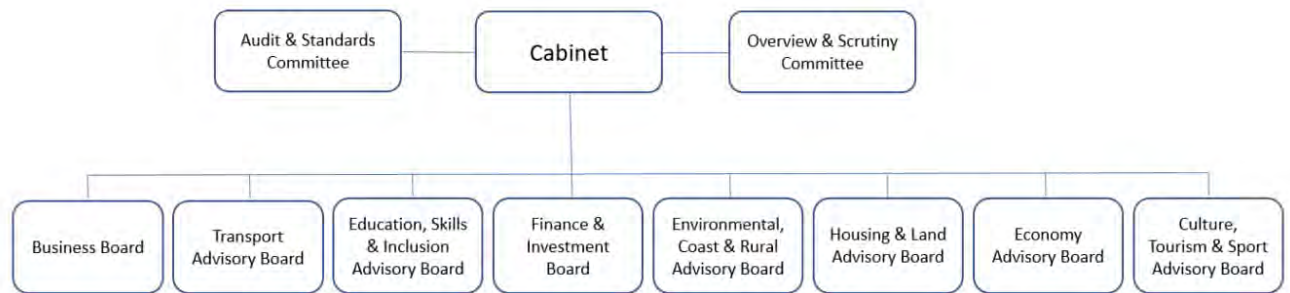
- 7.1.1 This section presents the Management Dimension for the North East CA CRSTS Active Travel sub-programme. It sets out to demonstrate that the proposals contained within the sub-programme are deliverable within the settlement period, to the end of March 2027. It provides a clear understanding of actions required - why, when and how - with measures in place to identify and mitigate any risks.
- 7.1.2 The national CRSTS programme - to deliver transformational change through investments in public and sustainable transport infrastructure in some of England's largest city regions - was announced in the Spring Budget in 2020 for 5-year settlements for Mayoral Combined Authorities from April 2022.
- 7.1.3 As part of this North East CA CRSTS Programme, where several individual schemes contribute to shared overarching aims and objectives, regional / sub-programme full business cases (including this Active Travel Sub-programme) are being developed to expedite delivery with some matters reserved during scheme assurance.
- 7.1.4 All Sub-programme business cases will be subject to the same assurance and approval processes outlined in the main Programme Business Case, with specific matters reserved. As such, this Management Dimension should be read in conjunction with its counterpart in the main Programme Business Case document.

### **7.2 GOVERNANCE**

#### **NORTH EAST CA POLITICAL GOVERNANCE**

- 7.2.1 The North East CA is a Mayoral Combined Authority, established under Section 103 of the Local Democracy, Economic Development and Construction Act 2009. The North East CA was created in 2024, through the, North East Combined Authority Order 2024 and is its own accountable body for funding received from government through the 2022 Devolution Deal. The North East CA is led by the elected Mayor Kim McGuinness and seven elected members, one from each of the constituent Councils.
- 7.2.2 The North East CA governance arrangements for all CRSTS schemes, including active travel schemes, fall within the remit of the North East CA Single Assurance Framework (SAF)<sup>2</sup>; this will be reviewed on an annual basis and is in line with updated Government guidance included within the English Devolution Accountability Framework, as shown in Figure 7-1

**Figure 7-1 – North East CA Political Governance**



## GOVERNANCE STRUCTURE

- 7.2.3 Reflecting the North East CA's political governance arrangements, regional partners have been engaged and have contributed to the development of this Sub-programme Business Case.
- 7.2.4 In general terms, the governance structure for the North East CA CRSTS programme, and its sub-programmes, consists of four tiers; the North East CA Cabinet and its Transport Advisory Board (that both sit within the North East CA SAF2), the North East CA's Transport Capital Programme Board and CRSTS Transport Delivery Group.
- 7.2.5 Further detail of the governance arrangements, and roles and responsibilities, is set out in the CRSTS Programme Business Case.

## 7.3 PROGRAMME AND SUB-PROGRAMME MANAGEMENT

### CRSTS TRANSPORT DELIVERY GROUP

- 7.3.1 As part of preparations for the development of the CRSTS1 Programme Business Case, the North East CA established the CRSTS Transport Delivery Group. Chaired by North East CA officers, the group is attended by local authority partners and Nexus and takes place twice a month. The group was established to expedite programme and scheme development, ensuring recommendations made going forward are well-grounded and supported by a robust evidence base. The group will continue throughout the delivery stage of the CRSTS programme, with further 1-1 sessions to address project specific issues where required with individual scheme promoters.
- 7.3.2 The CRSTS Transport Delivery Group will be made up of representatives from the North East CA Transport Team and delivery partner project / programme managers. The role of the group will be to:
- Coordinate resource allocation for scheme development and appraisal, including preparation and input to sub-programme business cases.
  - Ensure quality management, with schemes being delivered in line with relevant national standards, as well as national and local design guidance
  - Coordinate scheme delivery with other projects and programmes.
  - Coordinate market engagement to ensure there is market capacity to deliver all projects by the end of March 2027.

- Identify programme delivery risks and opportunities, develop mitigation strategies, and escalate as necessary.
- Collaborate with one another, as appropriate, to ensure schemes are developed, procured and delivered efficiently and effectively, particularly where those schemes have multi-modal, multi-delivery partners or cross-boundary aspects.

7.3.3 The North East CA will be responsible for carrying out the programme management function of approved CRSTS1 schemes, including the schemes set out in this sub-programme business case, to ensure their delivery by scheme promoters. The identification of schemes, development of scheme proposals and completion of business cases is the responsibility of scheme promoters, supported by subject matter experts within the North East CA. Key roles and personnel from each of the scheme promoters will be presented, on an individual project basis, as part of the Assurance Statement process.

## **REPORTING**

- 7.3.4 Individual CRSTS sub-programmes, including this Active Travel Sub-programme, will report on a quarterly basis to the Transport Capital Programme Board; individual scheme promoters will report monthly to the Capital Delivery Group. A full CRSTS programme update will be presented quarterly to the Transport Advisory Board.
- 7.3.5 Programme level monitoring reports will be submitted to the DfT on a quarterly and annual basis, with sub-programme monitoring feeding into this. More detail on this is set out in the accompanying Programme Business Case.

## **PRIORITISATION AND OVER-PROGRAMMING**

- 7.3.6 As with the overarching CRSTS programme, the sub-programme pipeline has been developed with an element of over-programming, reflecting the potential for schemes to change in timing, scope or cost. In the event of a projected under-spend, scheme promoters will be encouraged to identify any “reserve” schemes that could be reallocated (subject to the necessary approvals).
- 7.3.7 Detail of how Transport Capital Programme Board will review and manage this over-programming is set out in the accompanying CRSTS Programme Business Case.

## **CHANGE CONTROL MANAGEMENT**

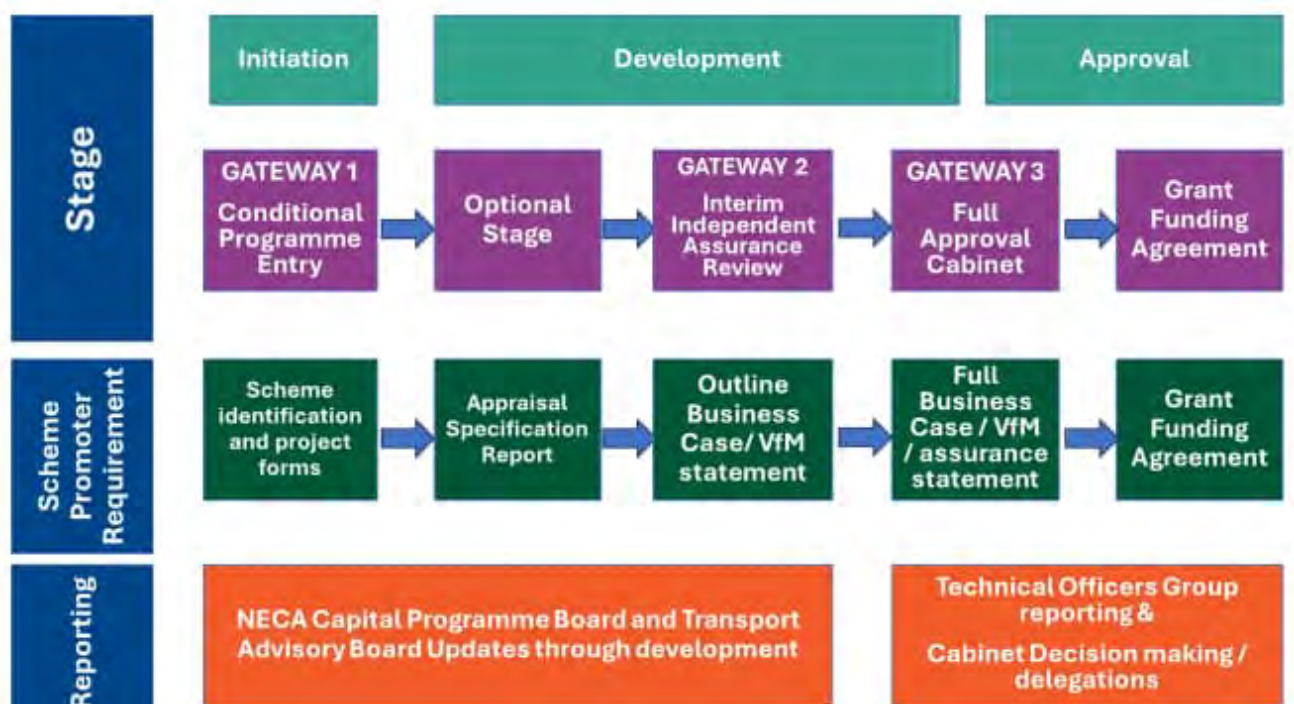
- 7.3.8 Change Control is the process through which all requests to change the approved baseline of a project or programme are captured, evaluated, and then approved, rejected or deferred. As part of its Single Assurance Framework, North East CA require that a change request form is submitted when the tolerances that were set out in the approved Business Case are (or will be) breached. This includes changes to time, cost and scope.
- 7.3.9 The approach to change control is set out in full in the accompanying CRSTS Programme Business Case document.

## 7.4 ASSURANCE AND APPROVALS

### ASSURANCE FRAMEWORK

- 7.4.1 For the purposes of the North East CA Single Assurance Framework (SAF), set out in detail in Section 6.3.4 of the accompanying Programme Business Case, a transport scheme is defined as any scheme that significantly changes the transport network infrastructure or its operation, whatever the objective of the scheme. All transport schemes – including those set out in this Active Travel sub-programme - will be delivered in line with the requirements of the English Devolution Accountability Framework and any additional fund specific requirements set out by Government as necessary.
- 7.4.2 The SAF ensures a flexible and proportionate approach, enabling transport business cases to retain the benefits of local assurance in terms of speed of decision making. This is set out in Figure 7-2 which demonstrates the iterative approach that is adopted towards the development of business cases, cumulating in independent assurance to achieve quality outcomes, ahead of and informing formal approval.

**Figure 7-2 - North East CA Single Assurance Framework Overview**



### CRSTS PROGRAMME INITIATION (GATEWAY 1)

- 7.4.3 The process of assembling the CRSTS1 programme is set out in Section 6.3.4 of the accompanying Programme Business Case. At the time of submission of the Programme Business Case, all schemes that sit as part of the programme, including those that form part of this Active Travel Sub-programme, are considered to be at Gateway 1 (as in the figure above), with conditional programme entry, moving into the development stage.



## **CRSTS PROGRAMME DEVELOPMENT (GATEWAY 2)**

- 7.4.4 Individual CRSTS schemes and sub-programmes, such as this one, are subject to local assessment, appraisal and approval in line with the SAF. The North East Joint Transport Committee approved the allocation of £3.66m in development funding on 21 November 2023, to develop schemes which were identified through Gateway 1.

### **ASSURANCE**

- 7.4.5 Over 50% of the CRSTS programme will be administered through development of regional / sub-programme business cases (including this Active Travel Sub-programme), removing an additional assurance burden from Local Authorities and enabling resources to be focused on scheme design and preparation. Whilst scheme promoters will remain responsible for cost estimation and carrying out quantified risk assessments, schemes will be benchmarked by industry professional advisers to assure scheme affordability within available budgets i.e. CRSTS allocation (allowing for over-programming, identified local contributions and other central government funding). Independent costs verification of quantified bills of quantity will be expected at detailed design, during scheme assurance.
- 7.4.6 North East CA will ensure that modelling and appraisal is sufficiently robust and fit for purpose, for the scheme under consideration, and that modelling and appraisal is consistent with HM Treasury's Green Book and Business Case Appraisal process including supplementary and departmental guidance, such as the Department for Transport's (DfT) Transport Appraisal Guidance (TAG).
- 7.4.7 Following the sign-off of the Active Travel sub-programme level partial FBC, and completion of detailed design of individual schemes by the local authorities, schemes will be taken forward on a scheme-by-scheme basis through to finalisation of Gateway 3.
- 7.4.8 Individual schemes represented in the approved Sub-programme Business Case will be supported by an Assurance Statement; a summary of what will be covered as part of the Assurance Statement process is included in the Introduction section and a draft template within Appendix A, although this is still subject to final development and approval at time of writing.

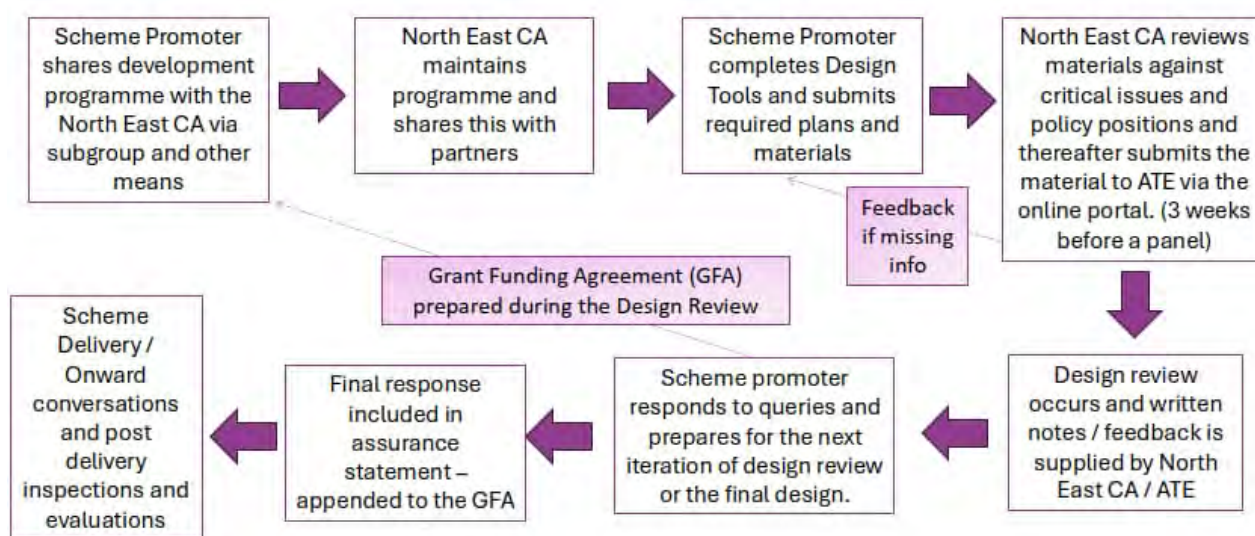
### **QUALITY MANAGEMENT**

- 7.4.9 North East CA has the tools and processes in place to ensure that it can successfully deliver to programme and meet the quality expectations of government and its partners, by taking a partnership approach, including within the context of this CRSTS sub-programme.
- 7.4.10 To ensure consistency in quality, all the schemes proposed as part of the Active Travel sub-programme, will make use of Active Travel England's suite of scheme review and design assistance tools. Active Travel England (ATE) will provide support by verifying reviews and making recommendations and sharing relevant best practice to ensure schemes are high quality and following relevant national guidance including but not limited to, LTN 1/20, Inclusive Mobility and Manual for Street 1 and 2.
- 7.4.11 The North East CA will work with ATE and all its constituent authorities to boost capability and improve the design quality of all active travel schemes funded through CRSTS and other match funding, including for cross-modal schemes that have active elements, such as a corridor or transport interchange schemes.

## DESIGN REVIEW PROCESS

- 7.4.12 Design review processes are a well-established way of assessing and improving the quality of design outcomes in the built environment.
- 7.4.13 The purpose of establishing a design review and assurance process is to provide a focus on improving the quality of design outcomes in the built environment, specifically in this context for active travel. Initially established by Active Travel England, the process has been used on schemes funded by Central Government and ensures that designs satisfy LTN 1/20 and related guidance, and the objectives set out in funding conditions. Working with ATE, MCAs will take greater responsibility for the implementation of design review processes, utilising ATE scheme review tools to assess designs and ensure alignment with relevant standards, with ATE providing input at key milestones throughout project development.
- 7.4.14 It should be noted that the design review process would not replace the usual Road Safety Audit (RSA) process, which formally considers road danger issues and which all promoting highway authorities should be undertaking at the appropriate stages, as a matter of course.
- 7.4.15 The North East CA Design Review Process, once fully established, will follow that set out in Figure 7-3.

**Figure 7-3 – North East CA Design Review Process Stages**



- 7.4.16 This process empowers the CA to take greater responsibility for design quality assurance and for ensuring that scheme promoters undertake the required processes in the development of their schemes, supported by key evidence.
- 7.4.17 ATE advise that design reviews should be undertaken, utilising ATE design tools, at key stages in the project lifecycle of each scheme, at points where they can influence the greatest change. Accordingly, the North East Design Review Process will be typically based around the following stages for CRSTS schemes:
- **RIBA Stage 1: Preparation and Briefing** – At this stage, schemes will undergo their first assurance review in the form of either an informal Design Surgery to discuss design challenges and get steer from ATE, or a more formal Design Review Panel (DRP) review.

- **RIBA Stage 2: Concept Design (pre-consultation)** – At this stage of design, schemes will be subject to a second assurance review in the form of a formal DRP review.
- **RIBA Stage 3 or 4: Developed and Technical Design (post-consultation)** – This stage of design will see scheme typically undergo their third and final DRP review.

- 7.4.18 ATE's involvement at these stages has been factored into the programming of this Sub-programme business case.
- 7.4.19 The DRP process is scheduled for consultation in Feb/Mar 2025, after which it will be submitted to NECA governance to formalise.
- 7.4.20 To support Local Authority partners with their scheme development, in advance of the implementation of the North East design review process, the North East CA has established monthly drop-in sessions ahead of formal design review points; the sessions are chaired by North East CA officers and attended by a representative of ATE.
- 7.4.21 In terms of onward design advice, formal design advice will be in the form of a Design Review Report, outlining any conflicts with policies and highlighting critical issues. The Review Report will provide a statement about whether the scheme has been endorsed by the DRP or not with the governance implications outlined to the scheme promoter. The Design Review Report will form part the Assurance Statement process and be embedded within the wider Assurance Report.
- 7.4.22 As part of the Design Review Process, ATE will undertake a post implementation review to ensure that design elements have been embedded and the best possible scheme is delivered. A schedule of reviews will be developed with ATE.

## DESIGN REVIEW PANEL

- 7.4.23 The implementation of the North East Design Review Process will require the formation of a Design Review Panel (DRP), referenced above. The DRP, under the direction of the North East CA's Transport Delivery Group, will provide this design assurance in line with government recommendations. Until such time as the DRP is in place, design assurance will be provided through Informal-DRPs which are scheduled monthly with schemes prioritised for review by North East CA's Transport Delivery Group. The Informal-DRP will align as closely as possible to the intended formal DRP process but will not include the governance outlined in the SAF until approved by the North East CA Cabinet. Once established, it is anticipated that the role of Design Review Panel will be to:
- Provide the North East CA and the LA scheme promoters with assurance that schemes support the policy objectives of the North East CA region and its funders, by being designed and delivered in line with relevant national standards, as well as national and local guidance;
  - Ensuring CRSTS schemes develop a transport network that works for everyone in the North East CA region, reducing barriers and improving accessibility for all. With schemes developed to make sure that the impacts on, and benefits for, all transport users are taken into account.
  - Add value and facilitate an efficient scheme design and development process that enables the best outcomes for people living, working, visiting and travelling in the North East;
  - Provide support and constructive feedback to scheme promoters, to support the scheme design and development process;

- Provide scheme promoters the opportunity for scheme designs to be reviewed by multi-modal technical specialists to support the design development process and to ensure the needs of all street users and modes are considered;
- Work with scheme promoters to develop proposals and resolve issues where constraints make it challenging to meet relevant national and local guidance to ensure maximum benefits to sustainable travel and better places can be delivered.
- Provide confidence to external funders that the North East CA region has the design assurance processes in place to ensure quality of infrastructure delivery;
- Highlight where design issues are likely to be contingent to funding approval;
- Continue to ensure that Active Travel England retains a self-assurance / accreditation relationship with the North East; and
- Collect and disseminate lessons learned as appropriate.

7.4.24 It is envisaged that DRP members would act as an impartial technical reviewer of submitted schemes, according to their specialisms. It will be healthy for the DRP to reflect a range of different views and backgrounds and so members will be drawn from a range of technical specialists within North East CA, Nexus, and North East Local Authorities, as appropriate for the schemes being considered.

## **EQUALITY, DIVERSITY AND INCLUSIVITY IN DESIGN**

- 7.4.25 The CRSTS transformative programme of investment has the potential to develop a transport network that works for everyone in the North East CA region, reducing barriers and improving accessibility for all. The schemes are being developed to make sure that the impacts on, and benefits for, all transport users are taken into account.
- 7.4.26 North East CA has established an Equalities and Diversity Policy that applies to all employees and anyone who works with the North East CA. It covers the work and outputs of the North East CA Cabinet, Boards, and groups, and is updated on an annual basis.
- 7.4.27 North East CA is fully committed to complying with the Equality Act 2010 and the Public Sector Equality Duty and to fulfilling its statutory duties towards its employees and residents with regards to equality and inclusion, including when developing schemes. A Health and Equalities Impact Assessment has been undertaken for the AT Sub-programme and is included in Appendix E. This includes an assessment of the sub-programme level impacts of this investment and a clear action plan as to how to mitigate any findings and how to lock in benefits. A similar Health and Equalities Impact Assessment was also undertaken, for the full CRSTS programme, and is detailed in the accompanying PBC.
- 7.4.28 The Transport Delivery Group will be responsible for ensuring Public Sector Equality Duty is embedded consistently across the delivery of the North East CA CRSTS programme.

## **APPROVAL (GATEWAY 3)**

- 7.4.29 Following completion of the independent assurance review, overseen by the North East CA, schemes will be taken to the Transport Capital Programme Board with a summary on each business case proposal. This may lead to requirements conditions to be added to funding agreements, conditions for withdrawal of support, or deferment pending further assessment and appraisal. Prior

to submission for independent assurance review, with appointed external advice supplied to the North East CA, scheme promoters will be expected to have gained and evidenced all necessary local approvals to submit.

## **MANAGEMENT OF SCHEME CONTRACTS AND FUNDING RELEASE AND CLAW-BACK**

- 7.4.30 Following funding approval, the North East CA will issue a Grant Funding Agreement, which includes the following: Project Name, Applicant, Maximum Funding contribution (£), with details regarding when payment is to be issued, what is eligible expenditure, commencement and completion dates. This will be subject to review and sign off by the North East CA and recipient legal teams prior to issue.
- 7.4.31 The North East CA Section 73 Officer inputs into all funding decisions and must be satisfied, prior to funding being released, in line with appropriate conditions. Funding claims submitted to the North East CA are checked against the approved project baseline information, which is included within the original funding agreement/contract. Payments will be released quarterly in arrears, unless otherwise agreed.
- 7.4.32 Funding clawback and recovery processes for underperforming schemes is clearly addressed in the grant funding agreement, to ensure funding is spent only on the specified scheme and linked to the delivery of outputs and outcomes. Sample testing of invoices against expenditure, and sample testing to verify outputs, forms part of the monitoring process; this is part of the programme assurance role of the North East CA.
- 7.4.33 Further detail on contract management and the funding release process will be presented in the Assurance Statements for each project.

## **DATA AND INFORMATION SECURITY**

- 7.4.34 North East CA is committed to protecting privacy, keeping all data safe and making it clear how information is collected, stored and processed. Activities that ensure compliance with the UK General Data Protection Regulation (GDPR) and alignment to the North East CA's Data Protection Policies. These requirements are embedded in all activities associated in delivery through Grant Funding Agreements. In designing infrastructure, critical design factors require engagement with appropriate agencies to ensure that proactive and preventive measures are taken to maintain data and information security.

## **7.5 TRACK RECORD OF DELIVERY & CONTINUOUS IMPROVEMENT**

- 7.5.1 This section sets out the region's track record, capability and lessons learnt from previous programmes and their application to CRSTS. In terms of scheme output, the CRSTS programme pipeline contains a significant proportion of new active travel provision which will be delivered by the Local Authorities, building on recent delivery of active travel schemes through complementary funding sources.
- 7.5.2 Nexus has its own portfolio of schemes, with the aim of improving multi-modal integration, alongside active travel and bus priority highway improvement schemes, that will facilitate the ability to seamlessly connect people and places by multiple transport modes.



## ACTIVE TRAVEL SCHEME DELIVERY & BUILDING ON THE REGION'S ACTIVE TRAVEL CAPABILITY

- 7.5.3 Through the Active Travel Fund, Active Travel Capability Fund, and Transforming Cities Fund, the region has developed, delivered and is in the process of completing a high number of active travel schemes of differing complexity levels; from segregated rural shared facilities (e.g. TCF Ponteland to Callerton cycleway), to urban segregated cycleway facilities (e.g. ATF2 Grey Street) and access to stations schemes (TCF Healthy Metros).

### Active Travel Investment – Region Wide

**£49.5m** of active travel investment through rounds of **Active Travel Fund** delivering **high-quality infrastructure** throughout the region including improvements to the NCN, seafront schemes and city and suburban connections.

This demonstrates the region is **capable** of delivering the CRSTS1 programme, of which the majority of programme (£100m+) is allocated to active travel schemes. At the local level, Local Authorities will have the capacity to deliver components of their LCWIPs, while contributing to the CRSTS objectives of encouraging modal shift and decarbonisation.




- 7.5.4 A significant scheme, currently being delivered, is the ATF3 Seafront Sustainable Route scheme in North Tyneside. The scheme has been delivered in partnership with key stakeholders, including ATE and Sustrans, to ensure delivery results in the maximum level of mode shift towards walking, wheeling and cycling. Examples of similar active travel schemes in the region, being delivered by partner authorities (including this one), are set out in Table 7-1.

**Table 7-1 - Examples of Similar Schemes**

Scheme	Promoter	Fund	Description
Grey Street	Newcastle City Council	Active Travel Fund Round 2	<p>A transformation of this well-used and well-known Georgian Street has delivered:</p> <ul style="list-style-type: none"> <li>Pavements permanently widened to make it easier for people to enjoy and use the street with events planned</li> <li>A dedicated northbound route for cycling.</li> <li>All pay and display parking removed to reduce levels of traffic on the street.</li> </ul>

			<ul style="list-style-type: none"> <li>• New rain gardens and planting beds delivering sustainable urban drainage solutions and supporting biodiversity</li> <li>• New seating with space for wheelchairs and bollards</li> </ul>
Whitburn Road	Sunderland City Council	Active Travel Fund Round 2	<p>The council secured funding from the Department for Transport's Active Travel Fund to improve cycling facilities along the A183 Whitburn Road.</p> <p>This active travel route offers numerous benefits for individuals and communities. Some of the main advantages include:</p> <ul style="list-style-type: none"> <li>• Reduced traffic congestion and air pollution by encouraging people to cycle instead of driving, which can help to reduce overall car use and carbon emissions</li> <li>• Enhanced safety for cyclists by providing dedicated cycle lanes, which can reduce the risk of accidents and injuries making cycling a safer and more attractive transport option.</li> <li>• Improved health outcomes through increased physical activity</li> </ul>
Seafront Sustainable Route	North Tyneside Council	Active Travel Fund Round 3, Council and Sustrans	<p>The proposals, backed by the Department for Transport's Active Travel Fund (ATF), involve creating a permanent, segregated, continuous two-way, safe space along the seafront between Tynemouth and Whitley Bay.</p> <p>Creating separate space for people of all ages to enjoy safely on forms of sustainable and active transport, such as bikes, skateboards and scooters, along North Tyneside's beautiful coastline will further increase its appeal to visitors, supporting the local economy.</p> <p>Phase 1 of the scheme is complete, and phase 2 will be complete by summer 2025.</p>
Ponteland to Callerton	Northumberland County Council	Transforming Cities Fund	<p>The corridor enhances sustainable travel options for residents, workers, learners and visitors, not just between Ponteland and Callerton Parkway, but with further connectivity within the region and beyond.</p> <p>A number of innovative elements have been incorporated into the scheme to maximise safety of all users.</p> <p>Glowing disc technology has been used as illumination along the route to avoid the need for mains supply lighting. They use natural light to charge throughout the day</p> <p>Disturbance to existing planting and wildlife has been minimised by working with community groups to re-plant and re-use materials for landscaping.</p> <p>Speed limits have also been reduced along the route as an added safety measure.</p>
East Gateshead Routes	Gateshead Council	Active Travel Fund Round 4 and Transforming Cities Fund	<p>A series of cycling improvements in the Felling and Deckham, to align with the Social Prescribing Pilot in the area. This aims to improve people's health by encouraging more walking and cycling and interacts with the high street and metro interchange. The scheme will be delivered in 2025.</p>

Coast Road Cycleway Scheme	South Tyneside Council	Active Travel Fund Round 4	<p>The route is part of the National Cycle Network (NCN1).</p> <p>This £2 million scheme is mostly funded by the Active Travel Fund, and is now forecast to be complete in winter 2024.</p> <p>The scheme involves widening the footpath and cycleway to a minimum width, where possible, of two metres each. New crossing points to improve the safety and accessibility of the space have been provided. This is a transformation of the 1.2m link from South Shields to Marsden and extends the coastal provision in the region.</p>
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- 7.5.5 In October 2023, the region was invited to undertake a self-assessment of its active travel capability. Overall, the region consider itself to have a Level 2 capability rating, described as: *“Strong local leadership, with clear plans that form the basis of an emerging network with a few elements already in place”* with elements of Level 3 capability rating by some of the region’s local authorities representing *“Very strong local leadership, comprehensive plans, and a significant network in place with a growing number of people choosing to walk, wheel and cycle”* by virtue of enhanced engagement activities, delivery of revenue schemes to time and the delivery of an integrated network.
- 7.5.6 A review of the region’s active travel capability self-assessment submission was undertaken by Active Travel England, concluding that their own assessment aligned with that of the region. This reflects the importance ATE place in supporting the region in delivering and activating high quality active travel schemes and building on recent delivery successes, and their confidence in the region’s ability to deliver. In line with previous Capability Fund programmes, this funding will be used to drive continuous improvement and build the region’s capability and technical skills, including for good quality local community engagement, which is a major area of focus for new schemes.

## LOCAL TCF2 PROGRAMME - BUILDING ON LESSONS LEARNT

- 7.5.7 The region’s £104 million Local TCF Programme comprised 26 schemes, led by the seven local authorities and Nexus; of these, 12 schemes were focussed on active travel, and transforming cycling and walking corridors.
- 7.5.8 In their January 2023 review, Arup highlighted some major delivery risks to the successful delivery of the Local TCF Programme, in a number of key areas. In addition to matters outside of the region’s control, notably the direct and knock-on programme impacts of the Covid pandemic and rising costs due to inflation; some of the key lesson learnt from TCF, along with how they have informed the approach to CRSTS, are set out in Table 7-2

**Table 7-2 - TCF Lessons Learnt**

Issue for TCF	Approach for CRSTS
The early stage of development of local schemes when TCF grant funding was approved.	Programme with a much higher proportion of more advanced and less complex schemes (primarily active travel), with an appropriate level of over-programming.
Absence of funding to progress the programme, it could not start work until after grant award, with time then required to mobilise the programme and its resources and those of all local authority teams.	Targeted allocation of revenue funding to accelerate scheme development in advance of capital grant award.

Complications arising with land acquisitions, longer securing public consultations and planning consent processes.	To defer such schemes to future funding programmes including CRSTS2 to enable sufficient planning time. Programme focussed on less complex schemes, primarily active travel related.
Resource capacity, notably in relation to local authority teams who did not have sufficient capacity to progress all TCF schemes alongside other commitments, delaying issue of OBCs and subsequent development work. Further delays were experienced due to scarce legal/commercial resources.	To develop regional / sub-programme business cases to remove an additional assurance burden from Local Authorities, thereby enabling resources to be focused toward scheme design and preparation.
Political changes, for example due to local elections and changes in leadership that resulted in time/effort to 're-justify' schemes that had previously had strong support.	To engage with partner Council Leaders, regional committee members and prospective North East CA Mayoral candidates during PBC preparation.

## 7.6 PROGRAMME RISK MANAGEMENT

### INTRODUCTION

- 7.6.1 Aligned with North East CA governance arrangements, risk management will be undertaken in line with its Risk Management Framework to ensure there is a consistent, streamlined and joined-up approach to managing risk. The North East CA Risk Management Framework has been based upon the principles of the HMT Orange Book (2020); these are governance, integration, collaboration, processes and continual improvement. The objective of the framework has been to adapt these principles to North East CA ways of working, ensuring compliance with the Single Assurance Framework.

### DEVELOPING THE PROGRAMME: ACCOUNTING FOR RISK

- 7.6.2 CRSTS funding for local transport networks covers the 5-year period 2022/23 to 2026/27. In order to unlock capital funding, a CRSTS Programme Business Case (PBC) must be submitted by North East CA and agreed with government; this took place in Autumn 2024, leaving approximately 27 months to deliver the programme of schemes. It was imperative, therefore, that the region took a strong delivery focused approach to developing its CRSTS programme in order to ensure, as far as reasonably practicable, delivery within required programme timeframes.
- 7.6.3 Further detail, setting out how the CRSTS programme has been developed is set out in the accompanying Programme Business Case.

### INDEPENDENT ASSESSMENT – FOCUS ON DELIVERABILITY

- 7.6.4 In mid-2023, an Independent Assessment was commissioned, to provide an evidence-based recommendation for the allocation of development funding and to ensure that the emerging indicative programme of prospective CRSTS schemes offer value for money and, crucially, delivery within the CRSTS timescales.
- 7.6.5 Government has also announced a further round of CRSTS funding over the period 2027 to 2032; the indicative funding announced for the North East, as part of CRSTS2, totals £1.85bn. The

Independent Assessment considered longer-term development approaches, beyond March 2027, providing both the region and the DfT with assurance on the longer-term CRSTS pipeline, in addition to providing a viable route for the delivery and development of transformational schemes.

- 7.6.6 The detail of this Independent Assessment is set out in Section 3.2.1 of the accompanying Programme Business Case.

## **OVER-PROGRAMMING & SCALABILITY OF MULTIPLE SCHEMES**

- 7.6.7 As referenced earlier in this section, the CRSTS programme pipeline – including this sub-programme - has been developed with an element of over-programming, reflecting the potential for schemes to change in timing, scope or cost.
- 7.6.8 The North East CA Capital Programme Board will review and manage this over-programming on a quarterly basis (given the compressed nature of the remaining CRSTS1 window), against progress made in terms of scheme development, delivery confidence, spend (CRSTS and local contributions) and outputs in line with the CRSTS objectives including:
- Assessment of the level of remaining CRSTS1 funding that has not been committed to at least Gateway 2 (Outline Business Case) stage.
  - Progress of projects and programmes through the scheme development process (including “delivery confidence”).
  - Scope and ability to sequence phased delivery of scalable projects which may mean not all outputs are delivered in this settlement period whilst ensuring that scalable phases are delivered in a manner that can achieve benefits independently, as well as part of their overall strategic purpose.
  - A review of CRSTS1 programme-level held contingencies.
  - Availability of any additional funding identified, through either local contribution or alternative central government funding sources.
- 7.6.9 In the unlikely event of projected under-spend, above and beyond over-programming, scheme promoters will be encouraged to identify any “reserve” schemes within their respective programme areas, that could be reallocated (subject to the necessary approvals and prioritisation).
- 7.6.10 This CRSTS Active Travel sub-programme pipeline also includes multiple schemes that provide additional flexibility by virtue of their scalability; this includes a prioritised set of LCWIP corridor schemes including in Gateshead, Newcastle, North Tyneside and Northumberland.

## **SUB-PROGRAMME BUSINESS CASES: EXPEDITING SCHEME APPROVALS**

- 7.6.11 The £3.66m of development funding, allocated in November 2023, included a regional element of £675k which has been used to develop the regional / sub-programme full business cases including this Active Travel Sub-programme, which accounts for over 50% of CRSTS schemes.
- 7.6.12 As discussed earlier, this approach was taken to not only ensure consistency and quality of appraisal but to remove an additional assurance burden from Local Authorities, thereby enabling resources to be focused on scheme design and preparation.



## REGIONAL COORDINATION, COLLABORATION & PARTNERSHIPS WITH EXTERNAL BODIES

- 7.6.13 As set out in the programme governance, the North East CA has a key role in providing embedded regional coordination to drive collaborative working behaviours and ensure collective responsibility for delivering the programme.
- 7.6.14 The North East CA is actively engaging with Active Travel England, who are represented on the Active Travel Sub-programme Steering Group, including the scheduling of design review sessions with scheme promoters.

## DELIVERING THE PROGRAMME: MANAGING RISK

- 7.6.15 Whilst risk mitigation measures have been put in place during development of the CRSTS programme, the overall programme still poses some risk. These are illustrated in Figure 7-4 below.

**Figure 7-4 - Key Programme Risks**



- 7.6.16 Whilst the CRSTS programme has been specifically developed to focus on less complex schemes – with the majority of the pipeline being active travel schemes – there is still a need to identify any relevant risks that need to be planned for and mitigated.
- 7.6.17 Appendix F contains a record of the scheme risk assessment proforma, completed for each of the active travel schemes; based on this evidence, North East CA remain confident that the Active Travel Sub-programme pipeline, and indeed that of the wider CRSTS, is deliverable within the CRSTS timeframe.

## RISK REGISTER AND REVIEWS

- 7.6.18 The North East CA is responsible for maintaining a programme risk register that is updated monthly.
- 7.6.19 A summary of the main programme risks is set out in Section 6.4 of the accompanying Programme Business Case; those specific to the Active Travel sub-programme, along with additional identified risks, are set out in Table 7-3. These will be reported monthly to the Transport Capital Programme Board, and onwards to the Transport Advisory Board and Cabinet, as necessary.

**Table 7-3 - Risk register**

<b>Risk</b>	<b>Probability</b>	<b>Impact</b>	<b>Mitigation</b>
Shortened delivery timescales for the region compared to other MCA's continue to represent a major risk to programme, particularly given Mayoral elections in May 2024 may result in composition of CRSTS programme being altered.	5	4	Early and ongoing engagement with all stakeholders is vital to maintain dialogue and keep decision makers updated on impacts of delay. Ensure sufficient time in scheme programme to undertaken meaningful engagement and sufficient time is allowed for relevant processes to be completed.
Statutory/required processes take longer, or objections received, that delays approval of FBC and release of CRSTS funding	3	5	
Public or political opposition to proposals	3	3	Undertake planned programme of engagement at earliest opportunity to gauge support and to help understand any emerging challenges. Detailed engagement required throughout the design development phase and also as part of construction.
Scheme cost increases and/or further inflationary increases as a result of wider geo-political issues that result in costs increasing faster than reasonably allowed for.	5	5	Ensure prioritisation exercise is maintained. Maintain regular cost reviews and updates, utilising latest recognised inflationary index. Consider procurement options for fixed pricing, advanced procurement and/or consolidation of delivery/work packages to realise economics of scale. Potential to identify value engineering or scalability in project delivery to offset cost increases.
Supply chain capacity and ability to deliver due to global factors and/or post pandemic landscape	4	4	Early engagement with supply chains to understand issues and causes. Identify alternative suppliers or procurement methods, for example packaging schemes into one contract/work package to realise economies of scale and programme savings
Change in political landscape, funding certainty and priorities at a local, regional or national level	3	5	Maintain close dialogue with political stakeholders and ensure appropriate briefings occur following any political changes
Local contribution does not materialise	5	5	Work closely with scheme promoters and private sector to ensure opportunities are explored throughout the settlement period. Continue discussions with DfT over acceptability of match funding criteria

Availability of experienced resource across partner organisations	3	3	Resource audit and mapping to identify pinch points and investigate where additional resource/support could be targeted to minimise delays
Infrastructure works and completion of other funded schemes / projects	3	4	Dialogue with partners and key third party stakeholders (e.g. National Highways) to understand scheme dependencies and coordinate project delivery. Explore opportunities to phase and sequence work where necessary, ensure robust mitigation plans available where this is not possible which are communicated to public and stakeholders to minimise impacts
Planning risks to delivery of projects	3	3	Schemes have been selected due to minimal expected planning risks and delivery within the highway boundary. Engagement with Planning officers to be undertaken as early in the design development stage as possible to understand any encroachment on third party land or required planning applications.
Environmental risks of projects	2	2	Schemes have been selected to be delivered within existing highway boundary, requiring minimal additional land take. Engagement with Environment and Planning officers to be undertaken to understand any impacts on trees, habitats etc. Carbon assessments to be undertaken for each scheme, as part of Assurance Statement process, to understand whole-life carbon impacts and opportunities for bio-diversity net gain.
Interface with national networks – consents and impact on delivery / programme	2	4	Schemes selected are deemed to have minimal deliverability risks, including minor or no interaction with national networks. The MetroGreen scheme proposes a route to the westbound rail platform and early engagement on the approvals process will be undertaken with Northern and Network Rail to understand any risks / impacts on delivery timescales.
Poor quality design, not compliant with national design standards such as LTN 1/20.	3	5	All schemes will require assessment using ATE design tools, which will in turn be assessed at the NECA design review panels, ahead of independent assessment by ATE. These assessments will ensure compliance with national guidance and ensure quality in design. Design decision logs will be required to support the preferred scheme options for each project.

- 7.6.20 Likewise, scheme promoters will have responsibility for maintaining scheme-specific risk registers that are updated monthly and form part of the Assurance Statement process. Main risks will be reported monthly to the Transport Delivery Group and onwards to the Transport Capital Programme Board as necessary. Scheme promoters were requested to complete and submit scheme delivery risk pro forma during the Independent Prioritisation exercise, which will be updated regularly during ongoing discussions as schemes develop. This early risk identification fed into the prioritisation exercise. A high-level summary of key risks as identified by scheme promoters for each project is presented in Appendix C, with more detail provided in Appendix F.
- 7.6.21 In addition, the North East CA will be responsible for undertaking quarterly risk reviews of CRSTS pipeline schemes, with a focus on “delivery confidence” within funding timescales, based on the latest available information. This will be a transparent two-way process with outcomes shared with scheme promoters to help focus attention on mitigation plans, whilst supporting the Transport Capital Programme Board in managing delivery of the programme including any over-programming or prioritisation considerations.

### **ESCALATION OF RISKS**

- 7.6.22 An important principle of the North East CA Risk Management Framework is that the risk owner should be the person / accountable body best able to manage that risk. Where a risk owner does not have appropriate accountability, the risk would need to be escalated and managed at a higher level. Risks may also require escalation if they cannot be resolved within the delivery team or if the risk has wider impacts beyond the scope of the project or programme. Risk escalation levels are shown below with risks flowing upwards:
1. Project Delivery Team / Scheme Promoter
  2. Technical Delivery Group
  3. Transport Capital Programme Board
  4. Transport Advisory Board
  5. Cabinet

### **FINANCIAL RISKS**

- 7.6.23 Cost overruns will be met by the scheme promoter as a condition of funding and is underwritten by scheme promoters’ Section 151 officer or person with financial accountability i.e. Financial Director provided for through the Assurance Statement process and in acceptance of grant.

## **7.7 PROGRAMME LIFECYCLE AND SEQUENCING**

### **BUSINESS CASE APPROVAL TIMETABLE**

- 7.7.1 The region commenced engagement with DfT, on the requirements for the overarching North East CA CRSTS Programme Business Case, following the announcement of the North East devolution deal on 28 December 2022; regular dialogue has been maintained, throughout the intervening period, culminating in formal submission of the Programme Business Case on 5<sup>th</sup> September 2024 – this was subsequently approved.
- 7.7.2 The timescales for the delivery of the regional / sub-programme full business cases – including this Active Travel Sub-programme Business Case – have been planned to align with the PBC timeframe, to expedite delivery.

## PROGRAMME ACTIVITY SCHEDULE

- 7.7.3 Scheme promoters have prepared high-level programmes for their schemes, setting out main activities and key tasks. This has been collated and presented in a summary activity schedule, for both the overarching programme and on a scheme-by-scheme basis, in Figure 7-5 and Figure 7-6, based on current information as of February 2025.
- 7.7.4 More detailed scheme programmes, clearly articulating critical path activities and dependencies, will be prepared as part of ongoing scheme development and provided as part of the Assurance Statement process. These will be updated on a quarterly basis for review by the Transport Capital Programme Board.
- 7.7.5 As schemes develop, there is likely going to be a need to amend (and/or re-sequence) individual scheme programmes to respond to any specific challenges or issues which arise through development, funding availability, and to manage over-programming (or under spend). A key role of the Transport Capital Programme Board will be to manage this process and communicate outcomes to the Transport Delivery Group / scheme promoters on the one hand, and Transport Advisory Board (and onwards to the Cabinet) on the other.





Figure 7-5 - CRSTS1 High-Level Programme

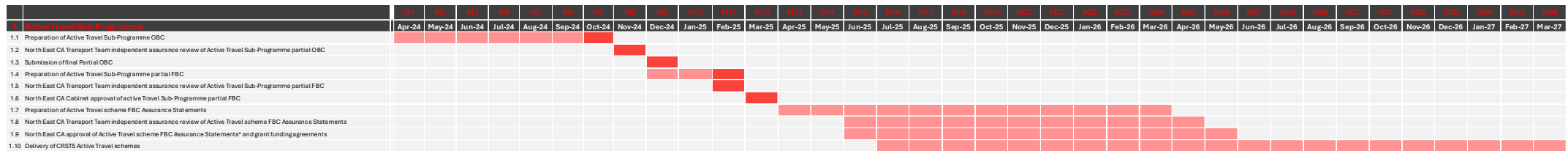
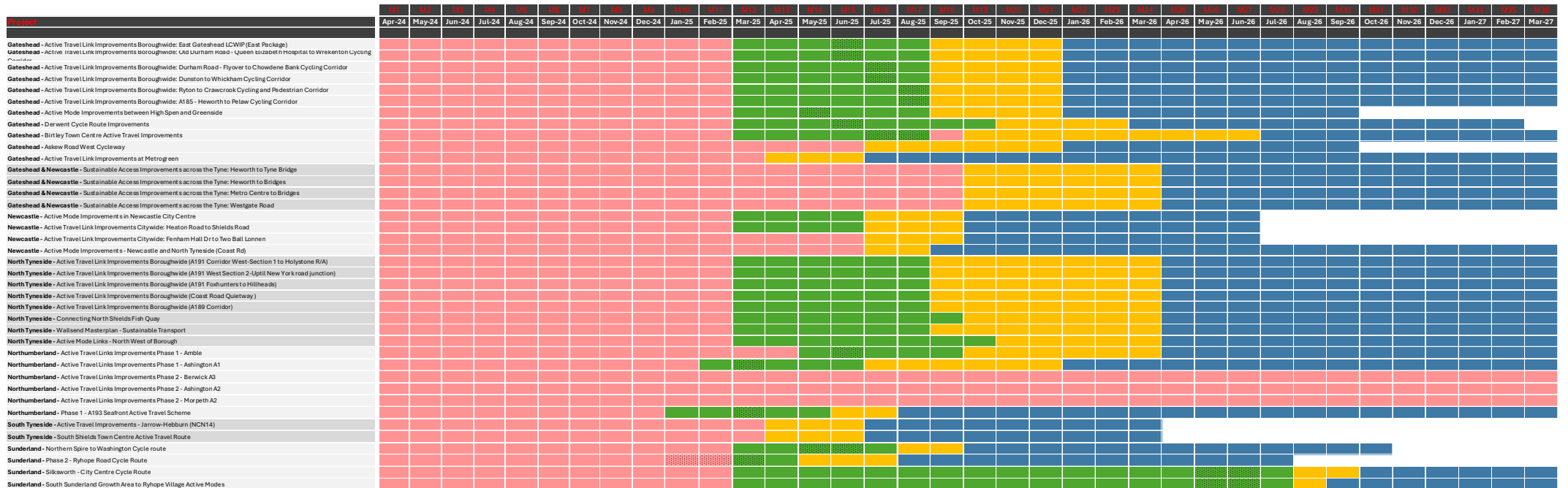


Figure 7-6 - Active Travel Sub-programme Activity Schedule

(Note: Green denotes ‘Scheme development’ phase, yellow denotes ‘Procurement phase’ and blue denotes ‘Construction phase’)



## PLANNING POWERS, CONSENTS AND LAND ACQUISITION

- 7.7.6 Due to the varied make-up of the region's CRSTS programme, the statutory processes followed will naturally vary on a scheme-by-scheme basis, and this will form part of the Assurance Statement process. As discussed earlier in this document, in general terms, schemes requiring land acquisition and/or complex planning permissions (or other statutory powers) were removed during the CRSTS programme prioritisation process, to reduce the risk of delays to the programme. That said, it is recognised that due diligence must be undertaken, involving early dialogue with the relevant Planning and Environmental teams, to identify any risks and to confirm that development is permitted.
- 7.7.7 Traffic Regulation Orders will be required for a number of the schemes, and this will be managed by the local highway authority alongside the requisite statutory consultation. Where schemes have an impact on utility assets, it will be for the delivery partner to liaise with the affected Statutory Undertaker to ensure their assets are protected, including diversions as appropriate.
- 7.7.8 "Third Party Land" and "Powers and Consent" are identified risk items on the Scheme Risk Pro Forma, which scheme promoters have completed (and are contained in Appendix F). A schedule of all requirements for planning powers, consents and land acquisition – related to the schemes proposed as part of this sub-programme - is contained at Annex O of the accompanying Programme Business Case. This will be updated on a quarterly basis for review by the Transport Capital Programme Board.

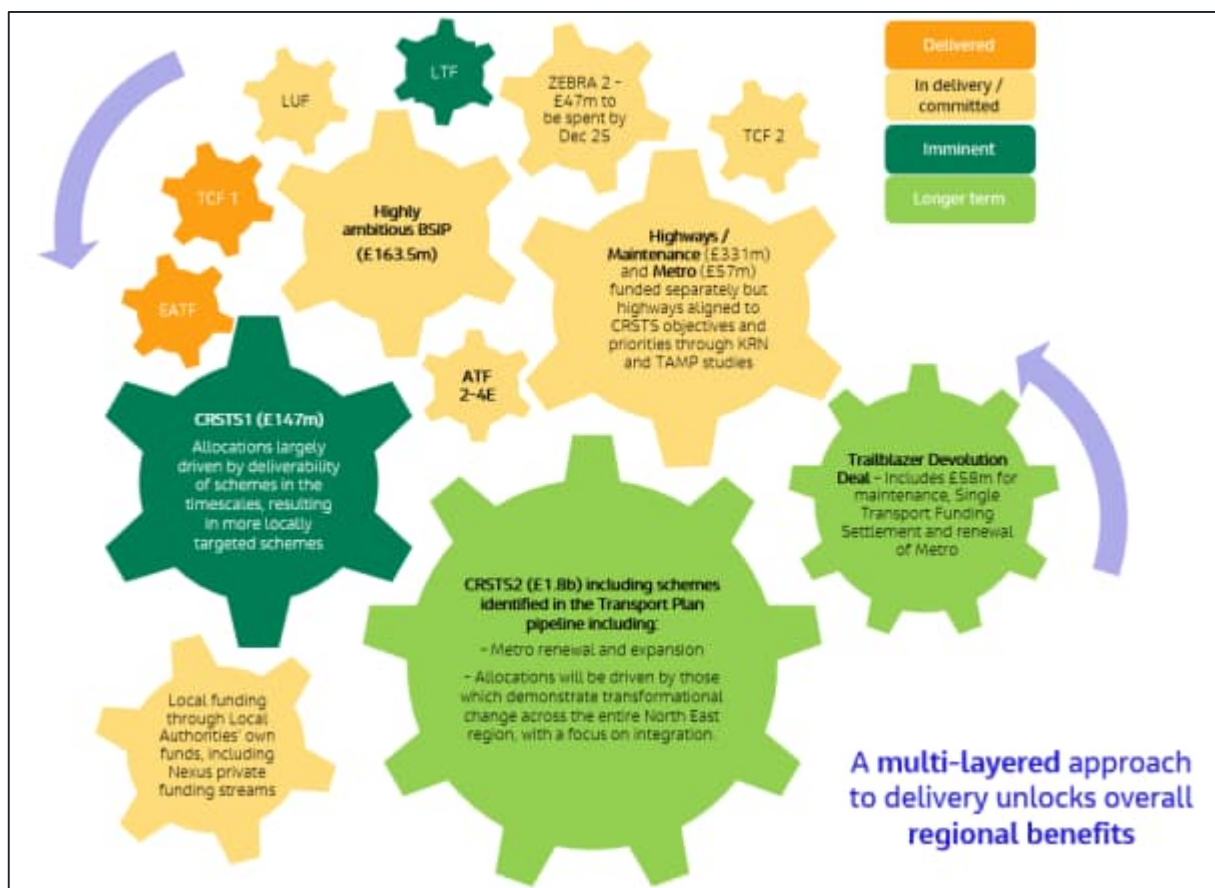
## INTERACTION WITH NATIONAL NETWORKS

- 7.7.9 The potential for CRSTS schemes to have impacts on the National Rail or Strategic Road Network formed part of the scheme prioritisation considerations.
- 7.7.10 Indeed, any interface with National Networks was a material consideration during scheme prioritisation. There are just two CRSTS pipeline schemes that are likely to require Network Rail permissions, and one of these forms part of this Active Travel Sub-programme:
- **Active mode improvements at MetroGreen (Gateshead Council):** One sub-element of this scheme proposes a pedestrian access from the Keelmans Way cycle route to the westbound platform of Metrocentre station.
- 7.7.11 Despite the interface with Network Rail, it is deemed that this is a low risk scheme that is achievable within the delivery timeframes of the CRSTS programme.

## INTERFACE WITH OTHER PROGRAMMES, SCHEMES, FUTURE DEVELOPMENT PROPOSALS AND PLANS

- 7.7.12 As the CRSTS programme and individual schemes are further developed, it will be important to map out how they interface with other programmes, projects, future development proposals and plans being progressed across the North East region, as illustrated in Figure 7-7.

**Figure 7-7 - Programme Interfaces**



- 7.7.13 “Interfaces with Other Schemes” is an identified risk item on the Scheme Risk Pro Forma, which scheme promoters have completed.

## 7.8 STAKEHOLDER ENGAGEMENT AND COMMUNICATIONS

### STAKEHOLDER ENGAGEMENT

- 7.8.1 The North East CA engaged with constituent Local Authority leaders and prospective North East CA mayoral candidates, during development of the North East CA CRSTS Programme Business Case.
- 7.8.2 During programme delivery, stakeholders and the public will be kept updated with progress, delivery and decision making. This will ensure effective and meaningful engagement activity to encourage participation in the relevant activities and enable local partners and the public the opportunity to inform key decisions and future scheme development.

- 7.8.3 In respect of this Active Travel Sub-programme, North East CA has entered into early engagement activity with Active Travel England (ATE) to introduce the sub-programme and assist in the setup of a Design Review Panel (discussed in Section 7.4), to aid development of the schemes.
- 7.8.4 Scheme promoters will engage with other relevant stakeholders, as they progress scheme development, and this will form part of the Assurance Statement process.

## **CONSULTATION**

- 7.8.5 The adopted North East Transport Plan is the region's core strategy for transport up to 2035; following the creation of the North East CA, and the election of the region's first Mayor, this is being reviewed and refreshed – the emerging North East Local Transport Plan is currently at consultation draft stage. The adopted Transport Plan includes a programme of around 240 schemes, which equal at least £6.8 billion of transport investment – a figure which will grow over the lifespan of the Plan. Due to the timescales involved, the North East CA CRSTS programme pipeline forms a subset of 'shovel ready' schemes and schemes capable of delivery subject to business cases development, approvals and funding.
- 7.8.6 These schemes were consulted upon as part of the region-wide eight-week consultation exercise, which ran between 19 November 2020 and 14 January 2021, alongside the region's Big Transport Conversation during December 2020. The outcome of this consultation activity is detailed in Section 6.6.2 of the accompanying Programme Business Case.
- 7.8.7 Active travel priorities, contained as part of the Transport Plan (and the emerging Local Transport Plan), have been informed by LCWIP consultation programmes which, in turn, have been incorporated as part of the North East Active Travel Strategy.
- 7.8.8 Local consultation events, for individual CRSTS schemes including this Active Travel Sub-programme, will be planned and hosted by scheme promoters at the appropriate time in the project lifecycle, subject to business case development, approvals and funding. This will form part of the Assurance Statement process.

## **COMMUNICATIONS**

- 7.8.9 Communications will be managed at a programme level; the detail of this is presented in Section 6.6.3 of the accompanying Programme Business Case. Any scheme specific communication, proposed by the scheme promoters, will be covered as part of the Assurance Statement process to ensure alignment with programme level communication.

## **PUBLICATION OF CRSTS BUSINESS CASES**

- 7.8.10 The North East CRSTS Programme Business Case will be published on the North East CA website (Homepage - <https://www.northeast-ca.gov.uk/>), in line with DfT guidance and where it is appropriate to do so as part of submission for the decision to approve funding.

## **7.9 CARBON ASSESSMENT**

- 7.9.1 As part of this Subprogramme FBC a high-level carbon assessment has been conducted for this sub-programme, as reported in the Economic case, this shows a net carbon impact of + 37,597 tCO<sub>2</sub>e over 40 years.
- 7.9.2 As per DfT Business Case guidance, a Carbon Management Plan will be developed for each scheme as part of the Assurance Statement process, setting out an approach consistent with the

Transport Business Case Guidance and PAS 2080 in how whole life carbon is defined in the design, assurance, delivery and management of infrastructure projects in this programme. The North East CA will provide guidance to scheme sponsors on the approach to developing Carbon Management Plans to ensure efficiency and efficacy of the process. In addition, where positive action can be taken to reduce carbon, such as through design or materiality that will be explored. As such this process will seek to reduce carbon impacts from the early and high-level estimate prepared as part of this FBC.

- 7.9.3 In accordance with PAS2080, carbon considerations will be integrated into design decisions, with opportunities to mitigate carbon impact identified through the application of the carbon reduction hierarchy – avoid, switch, improve. This includes adopting low-carbon alternatives and optimising the efficiency of existing processes and technologies. Furthermore, carbon reduction opportunities will be leveraged through the procurement process, such as incorporating carbon-related criteria into tender evaluations.

## **7.10 MONITORING AND EVALUATION**

- 7.10.1 The approach to monitoring and evaluation, at a programme level, is set out in Section 6.7 of the accompanying Programme Business Case.
- 7.10.2 In respect of this sub-programme, North East CA will utilise a variety of data sources to monitor the outputs, outcomes, and the impacts of the schemes within the sub-programmes, owing to the wealth of data directly collected by North East CA, in addition to the data collected by scheme promoters and regional partners. This includes Local Authorities, Traffic Accident Data Unit (TADU) and the Urban Traffic Management Control (UTMC) centres.
- 7.10.3 Baselines will be established for each scheme, sub-programme, and the overall programme utilising these datasets, to ascertain a level from which to assess the impact of each scheme and the overall programme. At a scheme level, each scheme promoter will set out M&E plans within the Assurance Statement process.
- 7.10.4 As part of the business case process, a Theory of Change has been developed as the basis for M&E for this Active Travel sub-programme; this maps the inputs, outputs, outcomes, and impacts expected to result from the delivery of the schemes. This is underpinned by data, to ensure that the realisation of the outcomes and inputs can be verified. The Theory of Change approach is presented in the Strategic Dimension, whilst the M&E approach is presented below.

### **M&E MANAGEMENT ARRANGEMENTS**

- 7.10.5 It is North East CA's responsibility to monitor and evaluate the outputs, outcomes and impact of the programme as a whole, however, it is the responsibility of the scheme promoter to monitor and evaluate the individual schemes which make up the programme. As such, a core set of M&E requirements will be developed, as part of this sub-programme; additional metrics may be added by the scheme promoters, on a scheme-by-scheme basis. The North East CA also commit to producing a Benefits Realisation Plan at a CRSTS programme level, which can be used by scheme promoters in their individual M&E activities; this will build on the programme level analysis undertaken in the CRSTS PBC.
- 7.10.6 The accompanying PBC sets out that, within each individual business case for the sub-programmes and/or schemes which makeup the CRSTS programme, a monitoring and evaluation plan will be required, to be developed in line with TAG Unit E1 (Evaluation), and HMT's Magenta Book and The



Green Book. The Monitoring and Evaluation Plan will set out the data which will be required and the methodology for collecting, reporting and utilising this data. The business case will also set out a ringfenced budget for these activities, to ensure they are adequately resourced. This M&E plan will be considered as part of the independent assurance process that each scheme is subject to, in line with the North East CA Single Assurance Framework. Upon scheme approval, a grant funding agreement will be established for the delivery of the scheme in question, this will contractually bind the scheme promoter to collect and provide data to allow for the successful monitoring and evaluation of their scheme at the programme level but will also obligate the scheme promoter to undertake appropriate evaluation at the scheme level. The North East CA will provide guidance to scheme promoters on the requirements and format for monitoring and evaluation and benefits realisation.

- 7.10.7 This information will be relayed to the region via quarterly monitoring reports, linked to North East CA's wider claims and monitoring process. This quarterly reporting will directly feed into the quarterly reporting that North East CA compiles, in order to provide updates to the DfT, as required by CRSTS grant conditions. North East CA will also use this information to report into the Capital Programme Board on a regular basis, the North East CA Cabinet, and wider CA governance functions as and where required.
- 7.10.8 Each scheme promoter will also be contractually obliged via the grant funding agreement to assist North East CA with national evaluation requirements of the CRSTS programme, if and when appropriate. However, it will be the responsibility of North East CA to collate and report on the programme to the DfT.

## 7.11 MONITORING & EVALUATION AND BENEFIT REALISATION

### EVALUATION APPROACH

- 7.11.1 A value of £0.7m has been allocated to Monitoring and Evaluation, at a CRSTS programme level. This Active Travel Sub-programme will be monitored against the core objectives of CRSTS. The monitoring process will involve:
- Assembling baseline data;
  - Tracking project activity against milestones;
  - Regular monitoring of expenditure and output indicators; and
  - Collecting and analysing secondary data to track progress on outcomes.
- 7.11.2 All monitoring and evaluation associated with the sub-programme will be subject to North East CA policies and procedures in relation to GDPR and document retention.
- 7.11.3 The Monitoring and Evaluation Plan at Table 7-4 sets out the expected benefits of the sub-programme and the way in which these benefits will be planned for, tracked and realised through project implementation. It sets out how they will be monitored and measured across each scheme component. Project inputs, outputs, outcomes and impacts have been identified with reference to a theory of change model within this business case and based on the best available data, input from specialist consultants and the past experience of the North East CA and local authority partner teams.

## **CARBON ASSESSMENT**

- 7.11.4 Projects included in this sub-programme, and the wider CRSTS programme as a whole, stem from the North East Transport Plan which itself was subject to an Integrated Sustainability Assessment, including a Strategic Environmental Assessment (SEA). Carbon was assessed at a programme level as part of the SEA. A quantified carbon assessment is being undertaken as part of the Integrated Sustainability Assessment, supporting the refreshed North East Transport Plan and will include all schemes included within the CRSTS1 programme.
- 7.11.5 As per DfT Business Case guidance, a Carbon Management Plan will be developed for each scheme as part of the Assurance Statement process, setting out an approach consistent with the Transport Business Case Guidance and PAS 2080 in how whole life carbon is defined in the design, assurance, delivery and management of infrastructure projects in this programme. The North East CA will provide guidance to scheme sponsors on the approach to developing Carbon Management Plans.

**Table 7-4 - Monitoring Methodologies for Reported Outputs and Outcomes**

Measure	DfT Framework Measurement Stage	Rational for Inclusion	Data to be Used & Assessment Type	Data Collection Timing	Frequency of Data Collection	Method of Data Collection
<b>Programme development and build</b>	Input	Knowledge	<b>Qualitative:</b> <ul style="list-style-type: none"> <li>Programme delivery plan assessment</li> <li>Stakeholder engagement at key milestones</li> <li>Risk register and risk management effectiveness</li> <li>Project management effectiveness</li> <li>Predicted versus actual construction impacts</li> <li>Planned versus actual construction milestones</li> <li>Lessons Learned</li> </ul>	During development, and prior to, and during construction	Captured throughout programme development	CRSTS Delivery Group to record and monitor throughout lifecycle. Lessons learned outputs to feed into CRSTS2 programme
<b>Delivered programme</b>	Output	Accountability	<b>Qualitative:</b> <ul style="list-style-type: none"> <li>Scheme variations against planned programme (e.g., scheme removals, swap outs, significant design changes)</li> <li>Reasons for the above and impact assessment on CRSTS programme objectives and deliverability</li> <li>Lessons learned</li> </ul>	During delivery / construction, post opening	Captured throughout programme delivery lifecycle as appropriate	CRSTS Delivery Group to monitor and record. Lessons learned outputs to feed into CRSTS2 programme

Measure	DfT Framework Measurement Stage	Rational for Inclusion	Data to be Used & Assessment Type	Data Collection Timing	Frequency of Data Collection	Method of Data Collection
Outturn costs	Input	Accountability	<b>Quantitative:</b> <ul style="list-style-type: none"> <li>Forecasted versus actual costs for each scheme</li> <li>Manifestation of identified risk in programme cost</li> <li>Breakdown of any cost savings or cost overruns</li> <li>Operating &amp; maintenance costs</li> </ul>	Throughout programme lifecycle, per scheme and overall	Monthly	Internal financial management systems.
<b>CRSTS Objective: Modal Shift</b>	Outcome	Accountability / Knowledge	<b>Quantitative:</b> <ul style="list-style-type: none"> <li>At-location baseline and post-implementation surveys</li> <li>Complementary National Travel Survey Data (journey lengths of &lt; 5 miles by mode of travel)</li> </ul>	At location counts – prior and post scheme delivery; NTS data collection – annually upon publication of latest datasets	Prior to scheme start; post-scheme delivery (1-ys, 5-yr); NTS annual	Surveys and desktop data collection (NTS)
<b>CRSTS Objective: Growth and Productivity</b>	Impact	Accountability / Knowledge	<b>Quantitative:</b> <ul style="list-style-type: none"> <li>As per Modal Shift, plus:</li> <li>Forecast versus actual benefits.</li> </ul>	At location counts – prior and post scheme delivery; NTS data collection – annually upon publication of latest datasets	Prior to scheme start; post-scheme delivery (1-ys, 5-yr); NTS annual	Surveys and desktop data collection (NTS)

Measure	DfT Framework Measurement Stage	Rational for Inclusion	Data to be Used & Assessment Type	Data Collection Timing	Frequency of Data Collection	Method of Data Collection
<b>CRSTS Objective: Levelling up &amp; Inclusivity</b>	Impact	Accountability / Knowledge	<b>Quantitative:</b> <ul style="list-style-type: none"> <li>As per Modal Shift, plus:</li> <li>User satisfaction surveys</li> </ul>	At location counts – prior and post scheme delivery; NTS data collection – annually upon publication of latest datasets	Prior to scheme start; post-scheme delivery (1-ys, 5-yr); NTS annual	Surveys and desktop data collection (NTS)
<b>CRSTS Objective: Decarbonisation</b>	Impact	Accountability / Knowledge	<b>Quantitative:</b> <ul style="list-style-type: none"> <li>As per Modal Shift, plus:</li> <li>DfT Carbon Tool (carbon level changes – forecasted versus actual)</li> </ul>	At location counts – prior and post scheme delivery; NTS data collection – annually upon publication of latest datasets	Prior to scheme start; post-scheme delivery (1-ys, 5-yr); NTS annual	Surveys and desktop data collection (NTS)



## 7.12 SUMMARY

This Management Dimension for the North East CRSTS Active Travel Sub-programme is fully aligned with Government's CRSTS guidance, the Management Dimension has:	
Demonstrated that the proposals contained within the CRSTS Active Travel Sub-programme are deliverable in the required timescales, namely by the end of March 2027	✓
Set out the governance arrangements for the assurance, approval, delivery, and monitoring and evaluation of the CRSTS Active Travel Sub-programme	✓
Discussed stakeholder engagement and consultation	✓
Discussed how Monitoring and Evaluation will be managed and set out strategies to this effect	✓

# Appendix A

## DRAFT ASSURANCE STATEMENT TEMPLATE



## DRAFT PROJECT ASSURANCE STATEMENT

This Assurance Statement is designed to supplement the information provided within the approved NECA CRSTS Active Travel Subprogramme Partial Full Business Case (March 2025), on a project specific basis. It will be used by decision makers to consider the value, complexity, scale and risk of the project. Further evidence and information may be required, based upon the type of project.

Please note the Additional Information Requirements, set out at the end of each section and summarised at the end of this document. Please ensure that all requested items are appended to this Assurance Statement, prior to submission.

NECA reserves the right to amend the exact requirements of the Assurance Statement and to update the timescales for submission.

PROGRAMME LEAD ORGANISATION:	
Lead Organisation:	North East Combined Authority
Lead Officer:	
Address:	
Contact details (phone / email):	
Programme Manager:	
Address:	
Contact details (phone / email):	
PROJECT LEAD ORGANISATION:	
Lead Organisation:	
Lead Officer:	
Address:	
Contact details (phone / email):	
Programme Manager:	
Address:	
Contact details (phone / email):	
PROGRAMME SUMMARY: (to be completed by NECA)	
<p><i>[Guidance note: provide an overview of the programme, Ensure you provide information on the strategic aims and objectives the programme sets out to deliver, the total cost of the programme, the total outputs, outcomes and impacts. Delete this guidance note before submission.]</i></p>	

NECA PROGRAMME CHECKLIST: (to be completed by NECA)	
NECA Programme Reference No:	
Cabinet approval reference and date	
Programme Available Funds:	
Source(s) of Funding:	
Finance Sign Off (Section 151):	
Directorate Recommendation:	
PROJECT DETAILS: (to be completed by Project Sponsor)	
Project Title:	
Project Reference Number:	
Total Project Cost:	
Project Funding Source(s):	
Project Location:	
Project Timescales:	
Start date:	
Financial Completion date:	<i>[when the funds will be claimed by]</i>
Monitoring Completion date:	<i>[when all the outputs will be collected by]</i>

<b>STRATEGIC DIMENSION</b> (to be completed by Project Sponsor)
<b>Project Description</b>
<i>[Guidance note: Set out any other options considered and rationale for choosing this option. Describe the project including detail on intervention locations and any changes to details included within the business case. This should also include project specific commitments to decarbonisation [maximum two pages]]</i>
<b>Project Outputs</b> (add more rows, as required)
<i>[Guidance note: programme level outputs will be supplied with a definition, to ensure consistency]</i>
<b>Project Outcomes</b> (add more rows, as required)
<i>[Guidance note: programme level outcomes will be supplied with a definition, to ensure consistency]</i>
<b>Project Impacts</b> (add more rows, as required)
<i>[Guidance note: programme level impacts will be supplied with a definition, to ensure consistency]</i>



Summary of Scheme Designs (please append the project design pack)								
Confirm design stage	RIBA 1: Preparation and Briefing	<input type="checkbox"/>	RIBA 2: Concept Design	<input type="checkbox"/>	RIBA 3: Developed Design	<input type="checkbox"/>	RIBA 4: Detailed/Technical Design	<input type="checkbox"/>
CDM								
[Guidance note: Confirm CDM arrangements including Principal Designer.]								
Design Quality Assurance								
[Guidance note: Confirm that designs meet guidance requirements. Include Design Decision Logs, Road Safety Audits, completed ATE Toolkit checks; and any ATE endorsement that has been received.]								
Additional Information Requirements (Strategic Dimension)								
<ul style="list-style-type: none"> <li>- Finalised drawing pack</li> <li>- Relevant ATE Tools Completed with Designer Responses</li> <li>- Design Review Panel Report (issued by NECA)</li> <li>- Road Safety Audit Stage 2</li> </ul>								

<p><b>ECONOMIC DIMENSION</b> (to be completed by Project Sponsor)</p>
<p><b>Value for Money Statement</b></p> <p><i>[Guidance note: Provision of a value for money statement, qualifying the current economic position. This should include consideration of distributional analysis, details of assessments relating to carbon and rationale for scheme type chosen, appraisal periods and end year for benefits / costs]</i></p>
<p><b>Additional Information Requirements (Economic Dimension)</b></p> <ul style="list-style-type: none"> <li>- Updated economic outputs to reflect final designs and costs (e.g. AMATs)</li> <li>- Updated Appraisal Summary Table</li> <li>- Updated AMATs should be supplied - support is potentially available to assist in ensuring commonality of approach</li> </ul>

FINANCIAL DIMENSION (to be completed by Project Sponsor)							
Annualised Funding (update years as required):							
<i>[Guidance note: Provide an up to date summary of project costs and funds, adding lines as needed for each expenditure grouping type and funding source, clearly indicating what NECA funding will pay for. Indicate value of local match funding.]</i>							
Expenditure Items (£):		2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Total Costs (£):							
Funding Sources (£):	Tick if confirmed	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
NECA	<input type="checkbox"/>						
Other (s) <i>Please specify each source</i>	<input type="checkbox"/>						
Total Funds (£):							
How have these costs been calculated? <i>[provide the source(s) on which the assumptions are based]</i>							
<i>[Guidance note: provide the source(s) on which the assumptions are based]</i>							
What is the current contingency within the budget?							
Is all match funding confirmed?					Y <input type="checkbox"/>	N <input type="checkbox"/>	
<i>If no, please detail where you are at with the application process and expected date of approval</i>							

Is the project dependent on another for delivery, e.g. is it part of a wider project that requires separate sign off?	Y <input type="checkbox"/>	N <input type="checkbox"/>
<i>If yes, provide details here:</i>		
Has your project already received advanced funding from NECA?	Y <input type="checkbox"/>	N <input type="checkbox"/>
<i>If yes, provide details of amount and date received</i>		
<b>Further Information Requirements (Financial Dimension)</b>		
<ul style="list-style-type: none"> <li>- Bill of Quantities</li> <li>- Section 151 Officer Declaration</li> </ul>		

<b>COMMERCIAL DIMENSION</b> (to be completed by Project Sponsor)
<b>Subsidy Control:</b>
<i>[Guidance note: State how the project is compliant within Subsidy Control Rules. For Technical Guidance visit <a href="http://gov.uk">gov.uk</a>]</i>
<b>Procurement and Contractual Arrangements:</b>
<i>[Guidance note: If procurement is required, outline contract length, how it will be undertaken, ensuring best value for money, and achieving social and environmental benefits. If work is to be delivered in-house, with no contract required, this should be stated. Consider Human Resource impacts, such as whether TUPE has been considered.]</i>
<b>Risk Management</b>
<i>[Guidance note: List the key risks to the project and how each risk will be mitigated. State who is responsible for identifying and monitoring risks and resolving issues as they arise during project delivery. Set out the process for risk transfer and how this will be managed. A project risk register is required as part of the additional information – this should include for both design and delivery phase and clearly identify the risk owner. Risk templates will be provided to assist with this requirement.]</i>
<b>Approach to Delivery</b>
<i>[Guidance note: How will the outputs be delivered? What are the financial and legal implications?]</i>
<b>Further Information Requirements (Commercial Dimension)</b>
<ul style="list-style-type: none"> <li>- Project Risk Register</li> <li>- Quantified Risk Assessment (for schemes &gt;£5m)</li> </ul>



## MANAGEMENT DIMENSION: (to be completed by Project Sponsor)

### Delivery Partnerships / Joint Venture Agreements

*[Guidance note: Provide details of the any delivery partnerships, joint venture or consortium arrangements, describing the role and responsibilities of each party, the contractual structure, what each party contributes, and what they get from the agreement]*

### Project Management & Governance Structure, Reporting Lines, Decision Making Processes

*[Guidance note: describe key roles and personnel and how the key delivery parties relate to each other; alternatively provide an Organogram, to show the reporting lines, accountability and decision making processes, demonstrating how the project will be managed]*

### Contract Management and Funding Release

*[Guidance note: confirmation that the funding requested is in line with the conditions set out in the Grant Funding Agreement and that it aligns with the appropriate conditions and approved baseline information. Confirm what funding is to be spent on and how this links to the delivery of outcomes and outputs. Please state when the funding is requested to be received (noting that this should be quarterly in arrears, unless otherwise agreed)]*

### Carbon

*[Guidance note: describe the approach take to carbon management (e.g. workshops, measures taken in design to reduce carbon). A Carbon Management Plan is required as part of the additional information. Training, tools and a template will be provided to assist with this requirement.]*

### Project Programme:

*[Guidance note: provide details of critical path, key milestones and any dependencies. Project programme is required as part of additional information]*

### Regulatory Permissions and Reports:

*[Guidance note: For each of the following state whether they are:*

- *Required, not in progress;*
- *Required, in progress;*
- *Not required (please provide justification);*

- Complete

*Summarise the work carried out and findings to date, and state the further work required and when it will be completed.]*

Feasibility Studies:

Land Ownership:

Planning Permission(s):

Build Contract(s):

Network Disruption: *[Guidance note:: Details of the steps that will be taken to minimise network disruption during construction including any communications (referencing programme level communications, as appropriate)]*

Exit Strategy / Planned Disposal of Asset(s):

#### Details of Stakeholder Engagement

*[Guidance note: Which stakeholders have been engaged on this project and what form has this taken? How have they been kept up to date with progress, delivery and decision making, how has this informed decision making and scheme development and how will they be kept on board moving forward? A Stakeholder Engagement and Communication Plan is required to be appended to this Assurance Statement, as part of the additional information; this should be a live document from project development through to post-implementation]*

#### Consultation Details and Outcomes

*[Guidance note: Has the scheme been consulted upon? Describe the consultation process, and include how the consultation has impacted upon the design.]*

## Public Sector Equality Duty

*(Guidance note, please detail the engagement undertaken with communities in the design of interventions building on the programme level Equalities Impact Assessment and detail how the Public Sector Equality Duty has been fulfilled)*

*Provide a short summary of the key issues and decisions you have identified and taken because of the impact assessment.*

*Outline your plans for keeping the actions plans up to date over the duration of the project including a review date (for example at interim review stage)*

## Monitoring and Evaluation

*[Guidance note: A Monitoring and Evaluation Plan is required to be appended to this Assurance Statement and should provide a description of how and when monitoring and evaluation of the scheme will take place in order to demonstrate Walking and Cycling uplift as well as other health, social and economic benefits, in the context of programme level M&E.]*

## Further Information Requirements (Management Dimension)

- Carbon Management Plan
- Project Programme
- Stakeholder Engagement and Communication Plan
- Monitoring and Evaluation Plan

## FURTHER INFORMATION REQUIREMENTS: (to be appended by Project Sponsor)

In addition to providing the evidence base and information above, please also provide copies of the following:

- Finalised drawing pack
- Relevant ATE Tools Completed with Designer Responses
- Design Review Panel Report (issued by NECA)
- Road Safety Audit Stage 2
- Updated economic outputs to reflect final designs and costs (e.g. AMATs)
- Bill of Quantities
- Section 151 Officer Declaration
- Project Risk Register
- Quantified Risk Assessment (for schemes >£5m)
- Carbon Management Plan
- Project Programme
- Stakeholder Engagement and Communication Plan
- Monitoring and Evaluation Plan

**APPLICANT DECLARATION: (to be signed by Project Sponsor Section 151 Officer)**

I declare that to the best of my knowledge and belief, the information given within this application form is correct. I understand that acceptance of this application form does not in any way signify that North East Combined Authority has agreed to invest. I declare I am an authorised signatory of the lead organisation, with the authority to sign off this application form and have notified the necessary senior finance officers.

**FREEDOM OF INFORMATION**

I understand the requirements of the Freedom of Information Act 2000. I understand that North East Combined Authority is subject to the provisions of the Freedom of Information Act 2000 ("the Act"). The Act provides for information to be exempt from the general right of access if its disclosure would, or would be likely to, prejudice the commercial interests of any person. A Project Sponsor may request that certain information in their submission and any subsequent Agreement is treated as covered by this exemption. However, if the information is requested the availability of this exemption will be subject to a test of whether the public interest lies in disclosing the information or keeping it confidential. We understand that while North East Combined Authority will endeavour to take into account the Project Sponsor's views as to the keeping of information confidential, it reserves the right to disclose information if required to do so.

Statements to be presented to any future Independent Assurance Consultants or teams with iterations produced to address any comments before presenting for funding release.

Signature:

Name:

Position / Title:

Company / Organisation:

Date:

## NECA CRSTS ACTIVE TRAVEL PROGRAMME

### CAPITAL FUNDING ALLOCATION ASSURANCE ASSESSMENT

FOR COMPLETION BY NECA			
Date Received:			
Date Assessment Undertaken:			
Is further information and/or documentation required?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
<i>If yes, please confirm what extra information is required.</i>			
Evidence of LA approval provided (e.g. minutes or S151 sign off)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Fits with programme aims	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Endorsed by Design Review Panel	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Clear project costs provided	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Clear financial model provided	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Affordable in current programme	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Financial Risk:	Low <input type="checkbox"/>	Medium <input type="checkbox"/>	High <input type="checkbox"/>
Comments:			
Outputs and outcomes are consistent with the programme and demonstrate VFM	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Economic Impact Risk:	Low <input type="checkbox"/>	Medium <input type="checkbox"/>	High <input type="checkbox"/>



Comments:			
Risk Register reviewed	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Is the project novel, contentious or high risk?			
Project management information / organogram reviewed			
Are there any other issues or concerns?			
Overall Project Risk Rating:	Low <input type="checkbox"/>	Medium <input type="checkbox"/>	High <input type="checkbox"/>
Comments:			
Proportionality Assessment: Can the project proceed to funding agreement as presented?			
Yes	<input type="checkbox"/>		
Yes, with conditions	<input type="checkbox"/>		
No, further information is required	<input type="checkbox"/>		
No, project declined	<input type="checkbox"/>		
Specify further information required:			
Specify any special conditions for Funding Agreement			
FINAL ASSESSMENT UNDERTAKEN BY:			
PRINT NAME			
DATE			

RECOMMENDATION AND CONDITIONS:	
AGREED BY:	
SECTION 73 OFFICER:	
NAME	
SIGNATURE	
DATE	
CONSULTATION WITH PROGRAMME APPROVAL BODIES	
DATE COMPLETE	

Draft

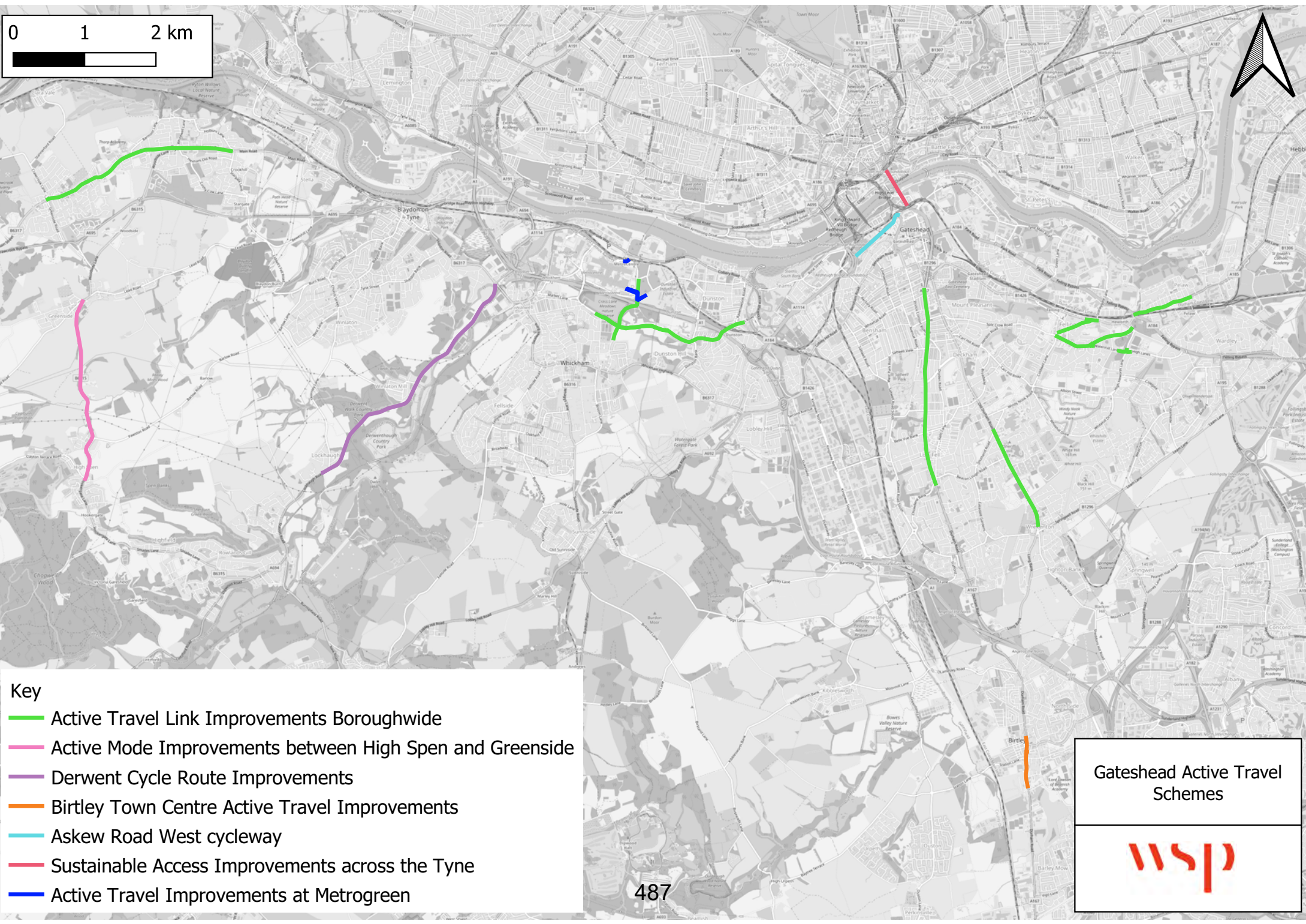
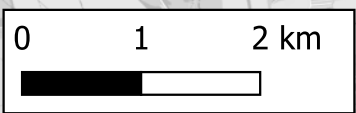
ADDITIONAL INFORMATION PROVIDED:	
Strategic Dimension	
Finalised drawing pack	<input type="checkbox"/>
Relevant ATE Tools Completed with Designer Responses	<input type="checkbox"/>
Design Review Panel Report	<input type="checkbox"/>
Road Safety Audit Stage 2	<input type="checkbox"/>
Economic Dimension	
Updated economic outputs to reflect final designs and costs (e.g. AMATs)	<input type="checkbox"/>
Financial Dimension:	
Bill of Quantities	<input type="checkbox"/>
Section 151 Officer Declaration	<input type="checkbox"/>
Commercial Dimension:	
Project Risk Register	<input type="checkbox"/>
Quantified Risk Assessment (for schemes >£5m)	<input type="checkbox"/>
Management Dimension:	
Carbon Management Plan	<input type="checkbox"/>
Project Programme	<input type="checkbox"/>
Stakeholder Engagement and Communication Plan	<input type="checkbox"/>
Monitoring and Evaluation Plan	<input type="checkbox"/>

# Appendix B

SCHEME LOCATION PLANS -  
**Subject to Consultation**

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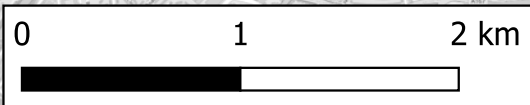


**Key**






- Active Travel Link Improvements Boroughwide
- Active Mode Improvements between High Spen and Greenside
- Derwent Cycle Route Improvements
- Birtley Town Centre Active Travel Improvements
- Askew Road West cycleway
- Sustainable Access Improvements across the Tyne
- Active Travel Improvements at Metrogreen

Gateshead Active Travel Schemes





# Key

-  Bensham Road
-  Heworth To Tyne Bridge
-  Heworth to Bridges
-  Metro Centre to Bridges
-  Westgate Road

Tyne Bridges Active Travel Schemes





0 1 2 km

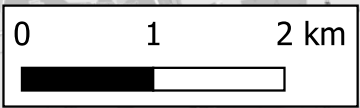


- Key
- Active Mode Improvements in Newcastle City Centre
  - Active Mode Improvements - Newcastle and North Tyneside
  - Active Travel Link Improvements Citywide

Newcastle Active Travel Schemes





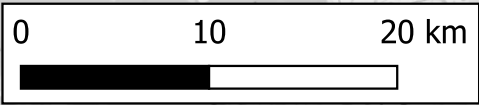


## North Tyneside

- Active Travel Link Improvements Boroughwide
- Connecting North Shields Fish Quay
- Wallsend Masterplan - Sustainable Transport
- Active Mode Links - North West of Borough

## North Tyneside Active Travel Schemes





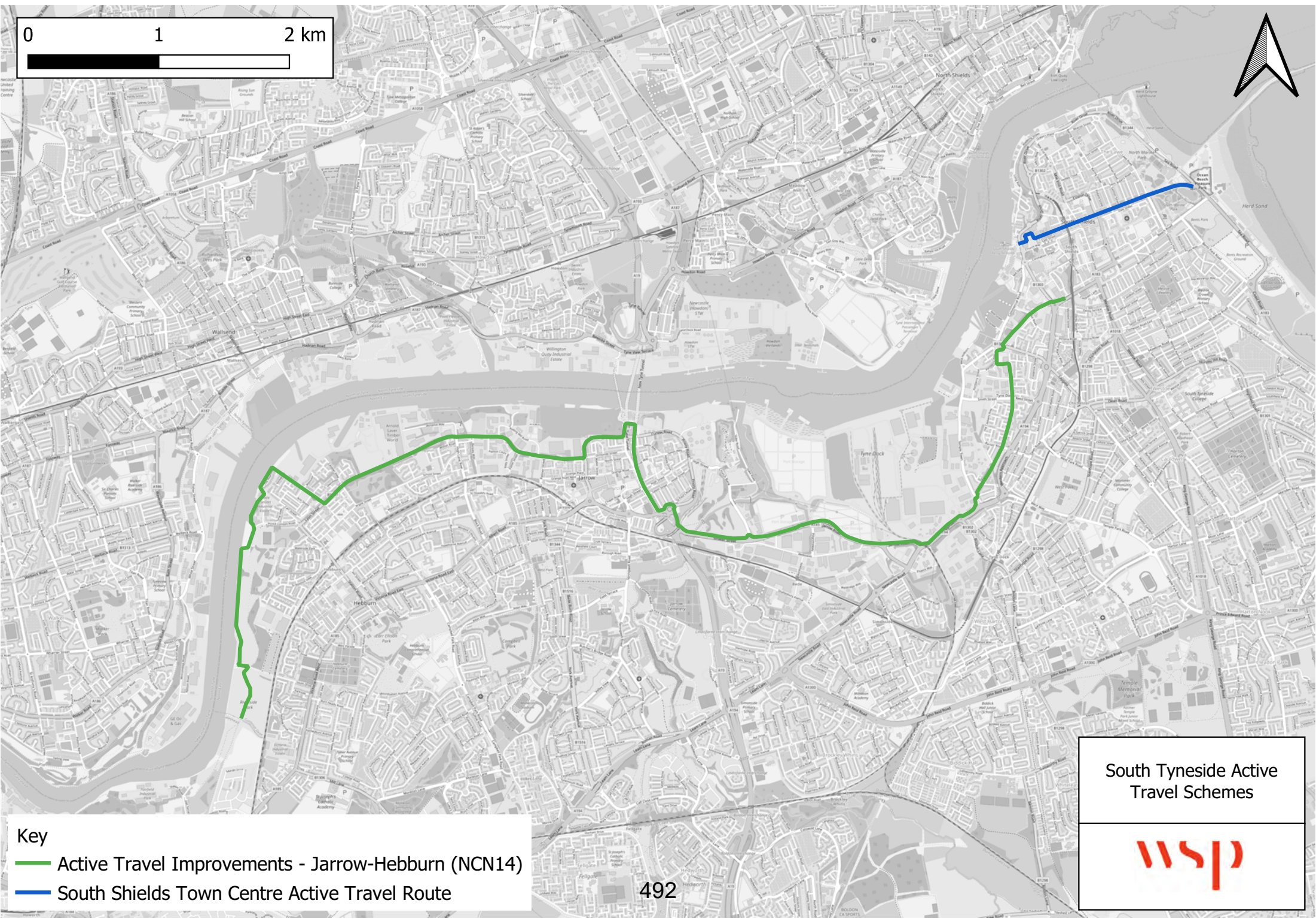
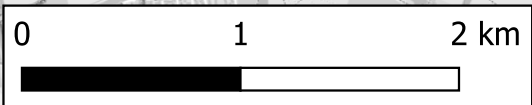
Key

Active Travel Links Improvements Four Towns in Northumberland

Blyth to St Mary's Cycle Scheme

Northumberland Active Travel Schemes

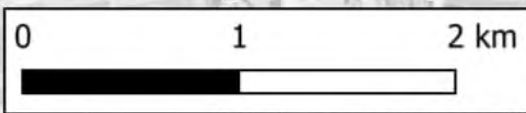




- Key
- Active Travel Improvements - Jarrow-Hebburn (NCN14)
  - South Shields Town Centre Active Travel Route

South Tyneside Active Travel Schemes





- Sunderland
- Northern Spire to Washington Cycle route
  - Phase 2 - Ryhope Road Cycle Route
  - Silksworth - City Centre Cycle Route
  - South Sunderland Growth Area to Ryhope Village Active Modes

Sunderland Active Travel Schemes



The WSP logo consists of the letters 'wsp' in a stylized, lowercase, red font.

# Appendix C

PROJECT PROFORMAS (FEB 2025)



**[THIS IS SUPPLIED AS A SEPARATE FILE AND AVAILABLE UPON  
REQUEST]**

# Appendix D

## APPRAISAL SUMMARY TABLE



Appraisal Summary Table				Date produced: 17/02/2025		Contact:		
Name of scheme:		North East Combined Authority Active Travel Sub-programme: Partial Outline Business Case				Name	Andrew Dorian	
Description of scheme:		The Active Travel Sub-Programme consists of 25 schemes with the theme 'Active Travel - New and better connected networks', that look to bring together schemes that contribute to overarching aims and objectives, in order to expedite delivery in line with the CRST51 timescales. These schemes have the potential to bring about real change in the region, contributing to the CRST5 objectives of growth, inclusivity, decarbonisation and mode shift.				Organisation	North East CA	
Scenario:		Total Programme				Role	Head of Transport Programmes	
Impacts		Summary of key impacts		Assessment		Monetary		
Economic	Business users & transport providers	The schemes under this programme will provide new, safer, more direct segregated cycling and walking infrastructure. Therefore, the schemes are expected to facilitate some mode shift from car to active mode and therefore will benefit the local highway network in terms of reduced congestion. Reduced Congestion will generate significant benefits to business users over the appraisal period due to the reduction in journey times and a decrease in Vehicle Operating Costs. The impact on travel time due to delays during Construction and Maintenance are expected to be marginal.		Quantitative		Qualitative	Monetary (NPV)	Distributional 7-yr scale/ vulnerable grp
		Value of journey time changes (£)		£2,200,889				
		Net journey time changes (£)						
		0 to 10 mins		0 to 10 mins				
Environmental <th rowspan="4">Reliability impact on Business users</th> <td colspan="2">It is expected that the provision of coherent, direct walking and cycling routes would benefit users with a safer and reliable connection. However, reliability impacts on business users are likely to be very small and have not been considered at this stage and therefore a qualitative assessment is not provided.</td> <td colspan="2">NA</td> <td rowspan="4">NA</td> <td rowspan="4">£2,200,889</td> <td rowspan="4">NA</td>	Reliability impact on Business users	It is expected that the provision of coherent, direct walking and cycling routes would benefit users with a safer and reliable connection. However, reliability impacts on business users are likely to be very small and have not been considered at this stage and therefore a qualitative assessment is not provided.		NA		NA	£2,200,889	NA
		Regeneration		NA				
		Wider impacts		NA				
		NA		NA				
Environmental <th rowspan="4">Noise</th> <td colspan="2">The lowest income group and children are most likely to receive a disproportionate level of noise benefit from each of the package themes. At this stage, the noise benefits have relied on AMAT and qualitative analysis. The level of benefit for the programme is considered to be relatively small.</td> <td colspan="2">NA</td> <td rowspan="4">£124,569</td> <td rowspan="4">NA</td>	Noise	The lowest income group and children are most likely to receive a disproportionate level of noise benefit from each of the package themes. At this stage, the noise benefits have relied on AMAT and qualitative analysis. The level of benefit for the programme is considered to be relatively small.		NA		£124,569	NA	
		Further assessment may need to be undertaken at the detailed design stage of the proposed schemes, where necessary, to identify the magnitude and significance of any potential effects. Any potential assessment would need to be undertaken at a proportionate level to determine the likelihood of any potential arising. Should any adverse effects be identified during this process, necessary mitigation would need to be delivered to mitigate the identified effects.						
		NA		NA				
		NA		NA				
Environmental <th rowspan="4">Air Quality</th> <td colspan="2">In addition to health and journey quality benefits, it is anticipated that the programme may result in a modal shift in transportation from car to active mode of travel. This has the potential to provide benefits to local air quality through a reduction in traffic flow/congestion on certain roads within the region. An overall reduction in vehicle use could result in a reduction in NOx and PM10 emissions and in turn is potentially beneficial for local air quality at sensitive receptor locations. The monetised benefit reported in this section has been obtained from the AMAT Assessment.</td> <td colspan="2">NA</td> <td rowspan="4">Active Travel programme will introduce some air quality benefits through modal shift in and around the region.</td> <td rowspan="4">£87,832</td> <td rowspan="4">NA</td>	Air Quality	In addition to health and journey quality benefits, it is anticipated that the programme may result in a modal shift in transportation from car to active mode of travel. This has the potential to provide benefits to local air quality through a reduction in traffic flow/congestion on certain roads within the region. An overall reduction in vehicle use could result in a reduction in NOx and PM10 emissions and in turn is potentially beneficial for local air quality at sensitive receptor locations. The monetised benefit reported in this section has been obtained from the AMAT Assessment.		NA		Active Travel programme will introduce some air quality benefits through modal shift in and around the region.	£87,832	NA
		Further assessment may need to be undertaken at the detailed design stage of the proposed schemes, where necessary, to identify the magnitude and significance of any potential effects. Any potential assessment would need to be undertaken at a proportionate level to determine the likelihood of any potential arising. Should any adverse effects be identified during this process, necessary mitigation would need to be delivered to mitigate the identified effects.						
		NA		NA				
		NA		NA				
Environmental <th rowspan="4">Greenhouse gases</th> <td colspan="2">Road decongestion benefits (because of modal shift from car to active modes of transport) are possible as a result of the proposed programme of schemes. An overall reduction in vehicle kilometres travelled is also possible resulting in a potential overall reduction in emissions of CO2.</td> <td colspan="2">NA</td> <td rowspan="4">£84,887</td> <td rowspan="4"></td>	Greenhouse gases	Road decongestion benefits (because of modal shift from car to active modes of transport) are possible as a result of the proposed programme of schemes. An overall reduction in vehicle kilometres travelled is also possible resulting in a potential overall reduction in emissions of CO2.		NA		£84,887		
		Change in non-road carbon over 75y (CO2e)						
		Change in road carbon over 75y (CO2e)						
		Change in total carbon over 75y (CO2e)						
Environmental <th rowspan="4">Landscape</th> <td colspan="2">As the programme would look to deliver new and improved pedestrian and cycling facilities, including improved crossings, which may result in additional lighting, there is potential that the programme could result in adverse impacts to local visual receptors during operation.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4"></td>	Landscape	As the programme would look to deliver new and improved pedestrian and cycling facilities, including improved crossings, which may result in additional lighting, there is potential that the programme could result in adverse impacts to local visual receptors during operation.		NA		£0		
		Due to the limited details available for the programme at this stage and proposals being identified across the region it is not possible to establish an accurate baseline. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				
Environmental <th rowspan="4">Townscape</th> <td colspan="2">The proposed programme is likely to improve the public realm through the improved use of space to maximise opportunities through improved pedestrian and cycling facilities/layouts and also facilitating further human interaction with the local areas/surroundings. The proposed development may have a beneficial impact on local townscape as the improvement to these facilities may reduce private car use through built up areas. The delivery of these facilities could help to provide a greater sense of place for local residents and visitors also.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4"></td>	Townscape	The proposed programme is likely to improve the public realm through the improved use of space to maximise opportunities through improved pedestrian and cycling facilities/layouts and also facilitating further human interaction with the local areas/surroundings. The proposed development may have a beneficial impact on local townscape as the improvement to these facilities may reduce private car use through built up areas. The delivery of these facilities could help to provide a greater sense of place for local residents and visitors also.		NA		£0		
		Further assessment may need to be undertaken at the detailed design stage of the programme, where necessary, to identify the magnitude and significance of any potential effects. Any potential assessment would need to be undertaken at a proportionate level to determine the likelihood of any potential arising. Should any adverse effects be identified during this process, necessary mitigation would need to be delivered to mitigate the identified effects.						
		NA		NA				
		NA		NA				
Environmental <th rowspan="4">Historic Environment</th> <td colspan="2">The programme may have a beneficial impact on local historic environment as the improvement to public transport, pedestrian and cycling facilities may reduce private car use through built up areas. Further benefits are also expected with the enhanced walking and cycling connectors.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4"></td>	Historic Environment	The programme may have a beneficial impact on local historic environment as the improvement to public transport, pedestrian and cycling facilities may reduce private car use through built up areas. Further benefits are also expected with the enhanced walking and cycling connectors.		NA		£0		
		Due to the limited details available for the programme at this stage it is not possible to establish an accurate baseline for the programme. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				
Environmental <th rowspan="4">Biodiversity</th> <td colspan="2">The programme is unlikely to have any potential impacts on biodiversity receptors.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4"></td>	Biodiversity	The programme is unlikely to have any potential impacts on biodiversity receptors.		NA		£0		
		Due to the limited details available for the programme it is not possible to establish an accurate baseline for the programme. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				
Environmental <th rowspan="4">Water Environment</th> <td colspan="2">Any schemes that replace permeable ground with impermeable hardstanding could have the potential to effect flood risk in that local area. Any works within close proximity to or within a waterbody would have the potential to result in adverse effects to that receptors water quality/hydrogeomorphology. Any potential effects on water environment factors would be assessed in further detail at a proportionate level and at a later stage of the programme, if required.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4"></td>	Water Environment	Any schemes that replace permeable ground with impermeable hardstanding could have the potential to effect flood risk in that local area. Any works within close proximity to or within a waterbody would have the potential to result in adverse effects to that receptors water quality/hydrogeomorphology. Any potential effects on water environment factors would be assessed in further detail at a proportionate level and at a later stage of the programme, if required.		NA		£0		
		Due to the limited details available for the programme at this stage it is not possible to establish an accurate baseline for the programme. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				
Social <th rowspan="4">Communities and Other users</th> <td colspan="2">The programme is expected to facilitate some mode shift from car to cycling and walking, therefore will benefit the local highway network in terms of reduced congestion. As such, this programme will generate significant benefits to communities and other users over the appraisal period due to the reduction in journey times and a decrease in Vehicle Operating Costs. The impact on travel time due to delays during Construction and Maintenance are marginal.</td> <td colspan="2">Value of journey time changes (£)</td> <td rowspan="4">£15,989,273</td> <td rowspan="4">Moderate beneficial</td>	Communities and Other users	The programme is expected to facilitate some mode shift from car to cycling and walking, therefore will benefit the local highway network in terms of reduced congestion. As such, this programme will generate significant benefits to communities and other users over the appraisal period due to the reduction in journey times and a decrease in Vehicle Operating Costs. The impact on travel time due to delays during Construction and Maintenance are marginal.		Value of journey time changes (£)		£15,989,273	Moderate beneficial	
		Net journey time changes (£)						
		0 to 10 mins		0 to 10 mins				
		11 to 20 mins		11 to 20 mins				
Social <th rowspan="4">Reliability impact on Communities and Other users</th> <td colspan="2">Reliability impact has not been assessed as the programme is likely to have an insignificant impact on reliability.</td> <td colspan="2">NA</td> <td rowspan="4">NA</td> <td rowspan="4">£0</td>	Reliability impact on Communities and Other users	Reliability impact has not been assessed as the programme is likely to have an insignificant impact on reliability.		NA		NA	£0	
		NA		NA				
		NA		NA				
		NA		NA				
Social <th rowspan="4">Physical activity</th> <td colspan="2">The programme will provide segregated, shared use routes for active travel users, creating a safer and more attractive environment for walking and cycling, and supporting more local trips to be undertaken by active modes.</td> <td colspan="2">NA</td> <td rowspan="4">£197,634,990</td> <td rowspan="4"></td>	Physical activity	The programme will provide segregated, shared use routes for active travel users, creating a safer and more attractive environment for walking and cycling, and supporting more local trips to be undertaken by active modes.		NA		£197,634,990		
		The monetised impacts have been considered against the uplift in active mode uptake by Active Travel programme. The increases in physical activity is likely to result in a reduction in absenteeism and reduction in promotion costs, which will give rise to positive benefits for the user and businesses, and economic growth in the region.						
		NA		NA				
		NA		NA				
Social <th rowspan="4">Journey quality</th> <td colspan="2">The programme will provide benefits to journey quality for users along scheme routes as they are expected to be supported by various upgrades such as modal filters, segregated walking and cycling facilities, better crossings, improved signage and better off-road safer facilities, to improve the pleasantness and ambience of the journey for users.</td> <td colspan="2">NA</td> <td rowspan="4">£54,168,995</td> <td rowspan="4"></td>	Journey quality	The programme will provide benefits to journey quality for users along scheme routes as they are expected to be supported by various upgrades such as modal filters, segregated walking and cycling facilities, better crossings, improved signage and better off-road safer facilities, to improve the pleasantness and ambience of the journey for users.		NA		£54,168,995		
		The schemes will directly respond to the issues highlighted to better journey quality by: • better surfacing • widening of existing footways and creating shared use footway / cycleways • modal filters, signage and lighting to improve wayfinding and segregation from vehicles						
		NA		NA				
		NA		NA				
Social <th rowspan="4">Accidents</th> <td colspan="2">The Active Travel programme will provide segregated, shared use routes for active travel users, creating a safer environment for walking and cycling and supporting more trips to be undertaken by active modes. The Project includes route widening, modal filters, segregated walking and cycling facilities, better crossings, improved signage and better off-road safer facilities which will improve safety conditions for users.</td> <td colspan="2">NA</td> <td rowspan="4">£1,877,037</td> <td rowspan="4">Moderate beneficial</td>	Accidents	The Active Travel programme will provide segregated, shared use routes for active travel users, creating a safer environment for walking and cycling and supporting more trips to be undertaken by active modes. The Project includes route widening, modal filters, segregated walking and cycling facilities, better crossings, improved signage and better off-road safer facilities which will improve safety conditions for users.		NA		£1,877,037	Moderate beneficial	
		The Active Travel Routes would have minimal impacts on security.						
		NA		NA				
		NA		NA				
Social <th rowspan="4">Access to services</th> <td colspan="2">The improved active travel links would provide safe access to key services, resulting in a slight positive impact.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4">Slight beneficial</td>	Access to services	The improved active travel links would provide safe access to key services, resulting in a slight positive impact.		NA		£0	Slight beneficial	
		Due to the limited details available for the programme at this stage it is not possible to establish an accurate baseline for the programme. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				
Social <th rowspan="4">Affordability</th> <td colspan="2">The programme does not propose any changes in any form of Public Transport and its associated fare structures. However, due to the programme envisaging mode shift, affordability will increase for previous bus or car users as the cost of travel will decrease as they will no longer pay higher fares or fuel and non-fuel vehicle operating costs.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4">Slight beneficial</td>	Affordability	The programme does not propose any changes in any form of Public Transport and its associated fare structures. However, due to the programme envisaging mode shift, affordability will increase for previous bus or car users as the cost of travel will decrease as they will no longer pay higher fares or fuel and non-fuel vehicle operating costs.		NA		£0	Slight beneficial	
		Due to the limited details available for the programme it is not possible to establish an accurate baseline for the programme. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				
Social <th rowspan="4">Severance</th> <td colspan="2">The programme will have a beneficial impact on severance, improving connectivity to existing employment sites, schools, existing developments, community centres etc, reducing the existing severance. Further assessment may need to be undertaken at the detailed design stage of the programme, where necessary, to identify the magnitude and significance of any potential effects. Any potential assessment would need to be undertaken at a proportionate level to determine the likelihood of any potential arising. Should any adverse effects be identified during this process, necessary mitigation would need to be delivered to mitigate the identified effects.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4">Moderate beneficial</td>	Severance	The programme will have a beneficial impact on severance, improving connectivity to existing employment sites, schools, existing developments, community centres etc, reducing the existing severance. Further assessment may need to be undertaken at the detailed design stage of the programme, where necessary, to identify the magnitude and significance of any potential effects. Any potential assessment would need to be undertaken at a proportionate level to determine the likelihood of any potential arising. Should any adverse effects be identified during this process, necessary mitigation would need to be delivered to mitigate the identified effects.		NA		£0	Moderate beneficial	
		Due to the limited details available for the programme at this stage it is not possible to establish an accurate baseline for the programme. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				
Public Accounts <th rowspan="4">Option and non-use values</th> <td colspan="2">Public transport is not affected by the schemes within the programme. Therefore, there is no significant impact on option and non-use values for transport services.</td> <td colspan="2">NA</td> <td rowspan="4">£0</td> <td rowspan="4"></td>	Option and non-use values	Public transport is not affected by the schemes within the programme. Therefore, there is no significant impact on option and non-use values for transport services.		NA		£0		
		NA		NA				
		NA		NA				
		NA		NA				
Public Accounts <th rowspan="4">Cost to Broad Transport Budget</th> <td colspan="2">The current discounted estimated Scheme Cost (PVC) is £81m in 2019 prices, out of which investment cost corresponds to £78.8m and operating cost corresponds to £2.3m. There is also a maintenance budget saving of £59.2k. The programme also has developer contributions worth £4.2m.</td> <td colspan="2">NA</td> <td rowspan="4">£81,039,721</td> <td rowspan="4"></td>	Cost to Broad Transport Budget	The current discounted estimated Scheme Cost (PVC) is £81m in 2019 prices, out of which investment cost corresponds to £78.8m and operating cost corresponds to £2.3m. There is also a maintenance budget saving of £59.2k. The programme also has developer contributions worth £4.2m.		NA		£81,039,721		
		Further assessment may need to be undertaken at the detailed design stage of the programme, where necessary, to identify the magnitude and significance of any potential effects. Any potential assessment would need to be undertaken at a proportionate level to determine the likelihood of any potential arising. Should any adverse effects be identified during this process, necessary mitigation would need to be delivered to mitigate the identified effects.						
		NA		NA				
		NA		NA				
Public Accounts <th rowspan="4">Indirect Tax Revenues</th> <td colspan="2">The programme is expected to have a slight impact on tax revenues through mode shift to cycling from car resulting in a small reduction in car kilometres is associated with a reduction in fuel duty.</td> <td colspan="2">NA</td> <td rowspan="4">£101,070</td> <td rowspan="4"></td>	Indirect Tax Revenues	The programme is expected to have a slight impact on tax revenues through mode shift to cycling from car resulting in a small reduction in car kilometres is associated with a reduction in fuel duty.		NA		£101,070		
		Due to the limited details available for the programme it is not possible to establish an accurate baseline for the programme. As such, only a high-level qualitative assessment can be provided at this stage.						
		NA		NA				
		NA		NA				



# Appendix E

## HEALTH AND EQUALITIES IMPACT ASSESSMENT



## **Annex E: Equality Impact Assessment<sup>1</sup>**

**Our commitment to a fairer North East**

**City Region Subprogramme Business Case - Active Travel  
Subprogramme Business Case**

## 1. Name of programme/project/initiative

City Region Sustainable Transport Settlement: Active Travel Subprogramme

## 2. Summary of programme/project/initiative aims.

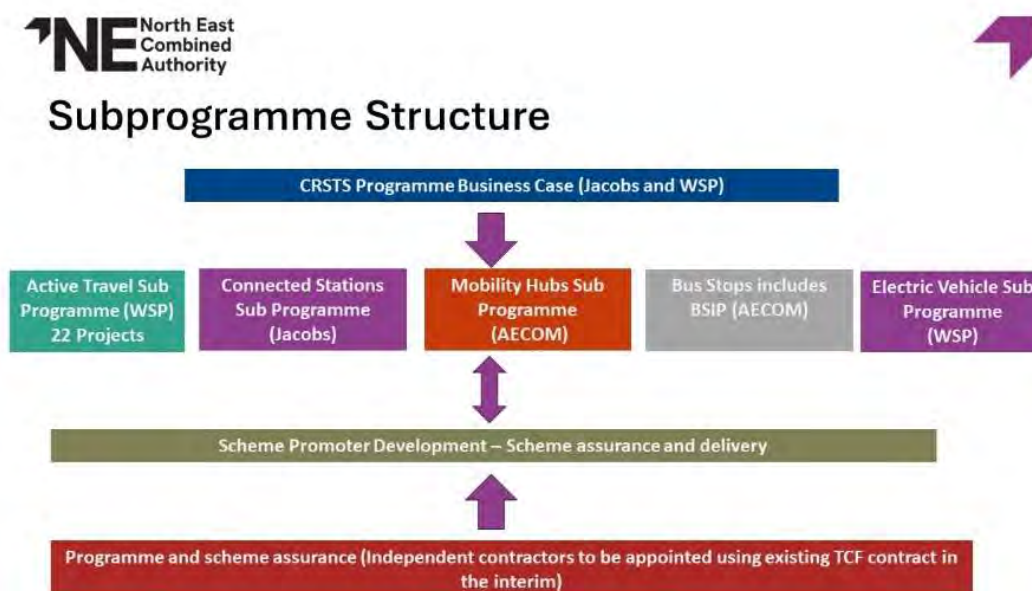
- Provide an outline of the project aims.
- Explain how, why, and where it is being delivered, and anyone else involved in project delivery.
- Be clear and specific about who the programme/project/event is for and quantify where possible.
- Outline any relevant statutory/mandatory/regulatory requirements or explain why we are implementing the programme/project/event (for example, Cabinet priority)

The North East Mayor and Combined Authority (North East CA) are working with our partners to deliver a well-connected, green transport network that works for all. Our City Region Sustainable Transport Settlement (CRSTS) proposals are central to realising our ambition for our transport network and the delivery of a fully integrated transport system.

Over the next three years and beyond we plan to deliver substantial improvements to our network and infrastructure, our stations and interchanges and our connectivity and accessibility.

Our CRSTS covers a series of circa 40 projects, a programme business case was produced and approved by Government. Accompanying this was a Programme Level Health and Equality Impact Assessment which could be read alongside this document. This assessment set a series of actions for the programme to consider its development, and these are reflected in this assessment.

CRSTS funding is dependent on business cases being developed. Five Subprogramme business cases are being developed at a partial Full Business Case stage.



This document accompanies the Active Travel Subprogramme Business Case which comprises of 22 projects. the programme value of £80m is overprogrammed and is being actively prioritised but overall will potentially deliver the following strategic outputs and outcomes as identified below.

### **3. Consideration of protected characteristics**

The next section examines the impact of a variety of protected characteristics, however we have judged that characteristics gender reassignment, marriage or civil partnership, pregnancy or maternity, race, and sexual orientation are unlikely to have significant impacts, so they have not been appraised through this exercise.

<b>Impact on people with protected characteristics</b>		
<p><b>Age</b></p> <p>The type of programme/project/event required and the way in which it is likely to be accessed varies by age. When considering age, it is important to consider the impact on all age groups, but younger and older people tend to experience age-related inequality the most. They can also experience wide variations.</p> <p>Some points for consideration:</p> <ul style="list-style-type: none"> <li>• Are communication channels age-appropriate? E.g., is consideration given to older age groups who may be more likely to experience digital exclusion?</li> <li>• Does the proposal facilitate increased trust and good relationships between age groups?</li> <li>• Are there any age-related disability or health concerns?</li> <li>• Could any changes result in increased isolation for older people?</li> <li>• Is a venue and environment physically accessible and age-friendly e.g., with a buggy, public transport or walking / cycling?</li> <li>• Intersectionality – have you considered older or younger people with other protected characteristics and how your initiative can reach them?</li> </ul>		
<b>Context</b>	<b>Consultation</b>	<b>Details of positive and/or negative impact and any mitigation strategies</b>
Demographics (Age) varies significantly across the region with the proportion of the North East population which is of working age is smaller than the national average. Although the population is expected to continue to grow, the working age population is set to fall in absolute terms over the next 25 years, with a big increase in the 65+ cohort.	<p>Consultation has occurred in the delivery of the Transport Plan from which data is derived and further consultation is forthcoming from local authority partners.</p> <p>Active Travel England have recently published new consultation and engagement guidance which our local authority delivery partners will be expected to follow as each scheme within the sub-programme is developed. Additionally, each scheme is from the Local Transport Plan's delivery plan, which has been subject to a recent 12-week public consultation.</p>	<p><u>Positive Impacts</u></p> <p>The delivery of new infrastructure allows the opportunity to design in spaces that enables people to rest at appropriate locations.</p> <p>The redesign of space enables enhanced comfort levels for multiple uses of active travel links.</p> <p>Accessibility in terms of street geometry, materiality and crossing design can be enhanced which provides benefits for people walking (including with mobility aides and young children).</p> <p><u>Potential Negative Consequences</u></p> <p>Conflicts can occur at bus stops and junctions, especially where segregated infrastructure is deployed.</p> <p>Challenges of the legibility of infrastructure and the spaces that people should use.</p> <p><u>Action Plan</u></p> <p>All schemes will use the Active Travel England Active Travel design tools to ensure that measures such as comfort, convenience and legibility achieve best practice, avoiding critical issues and policy conflicts.</p> <p>Designers will receive regular training on the use of these tools.</p>



### Disability

Disability is a wide-ranging characteristic. A person is considered to have a disability if they face barriers which have a substantial and long-term adverse effect on their ability to carry out normal day to day activities; physically, sensory, learning, or mentally. This includes recurring and progressive ill health such as cancer or HIV. It also includes disabilities that result from illness e.g., limited mobility, mental health conditions.

Some points for consideration:

- have reasonable adjustments been made in accordance with the Equality Act 2010? This may mean changing the way programme/project/events are delivered, providing extra equipment and / or the removal of barriers.
- Is this likely to affect people who have low incomes? Disabled people often face economic exclusion.
- Are the facilities physically accessible to everyone? This includes both getting to and around a location and access to facilities within a location.
- Is information accessible? This may be affected by the media use, the format and how it is delivered. Are there easy read versions?
- For some people, new or unknown situations are particularly stressful. Will people who suffer from stress or anxiety be put off engaging in the programme/project/event / project or attending an event?
- Intersectionality – have you considered people with disabilities who also have other protected characteristics and how your initiative can reach them?

Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
<p>Over 21% of people living in the North East CA area identified as having a disability in the 2021 Census, the highest percentage of all English regions. Disabled adults take an average of 28% fewer journeys per year than non-disabled adults. For further breakdown please see the Department for Transport's annual disability and accessibility statistical release.</p> <p>We know that the proportion of the population who are disabled increases with age, therefore we must consider that as the population of the North East ages faster than other regions, the proportion of people living with a disability in our region may</p>	<p>Active Travel England have recently published new consultation and engagement guidance which our local authority delivery partners will be expected to follow as each scheme within the sub-programme is developed. Additionally, each scheme is from the Local Transport Plan's delivery plan, which has been subject to a recent 12-week public consultation.</p>	<p><u>Positive Impacts</u> Adequate space for multiple uses of active travel links - The redesign of space enables enhanced comfort levels for multiple uses of active travel links.</p> <p><u>Negative Impacts</u> People wheeling and walking (including with mobility aides) – The network needs to be designed so it accounts for all users. Ability to connect with bus stops and surrounding transport modes conflicts with users – segregation often brings its challenges especially around junctions, Design for inclusive cycles – ensuring that infrastructure is accessible.</p> <p><u>Neutral Impacts</u> Ensuring inclusive design when planning changes to the network.</p> <p><u>Action plan</u> All schemes will use the Active Travel England Active Travel design tools to ensure that measures such as comfort, convenience, and legibility achieve best</p>

also increase at a faster rate.		practice, avoiding critical issues and policy conflicts. Designers will receive regular training on the use of these tools. Targeted engagement with disability groups in the design of schemes will be the responsibility of scheme promoters.
<b>Sex</b> Sex equality relates to the impact on men and boys and women and girls. Some points for consideration: <ul style="list-style-type: none"> <li>Are there any physical implications for the way a programme/project/event is delivered? Think about whether there are likely to be any differences in the way men and women interact with the intended activities of the programme/project/event.</li> <li>Could parenting or caring responsibilities impact on access to / participation in the expected activities / outcomes of a programme/project/event / policy? Single parents can also face additional challenges which could have a disproportionate impact on women.</li> <li>Intersectionality – have you considered other protected characteristics that your beneficiaries may have and how your initiative can reach them?</li> </ul>		
Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
From our transport plan there are gender differences in perceptions of active travel. The 2021 public attitudes to active travel study found that only 25% of females who cycle were willing to cycle on North East roads, compared to 40% of males who cycle. Women stated that safety concerns were the top barrier, particularly the lack of segregated cycle lanes and the perceived high volume and speed of other traffic on roads.	Active Travel England have recently published new consultation and engagement guidance which our local authority delivery partners will be expected to follow as each scheme within the sub-programme is developed. Additionally, each scheme is from the Local Transport Plan's delivery plan, which has been subject to a recent 12-week public consultation.	<u>Positive Impacts</u> Adequate space for multiple uses of active travel links - The redesign of space enables enhanced comfort levels for multiple uses of active travel links. Ensuring inclusive design when planning changes to the network including safe spaces. Delivery of well-lit spaces.  <u>Negative Impacts</u> Challenge of speed in segregation particularly for bikes causing conflict and risk of injury.  <u>Action Plan</u> All schemes will use the Active Travel England Active Travel design tools to ensure that measures such as comfort convenience and legibility achieve best practice, avoiding critical issues and policy conflicts. Designers will receive regular training on the use of these tools. Consideration of clearly designed open and accessible upgrades that are well-lit and have good natural surveillance.

		<p>CCTV to be considered in the design of schemes.</p> <p>Ensure a good spread of consultees when engaging on the design of projects.</p>
<p><b>Religion and belief</b></p> <p>Religion and belief include religious or philosophical beliefs, and a lack of belief. For example, Christianity, Islam, Hinduism, Sikhism etc, as well as belief systems such as Humanism and Atheism. Some considerations:</p> <ul style="list-style-type: none"> <li>Is the terminology used correct or could it be seen as insensitive?</li> <li>Will access to programme/project/events and projects be limited by religious obligations, such as attendance at formal worship services?</li> <li>If food is relevant, will appropriate diets be catered for? For example, halal, kosher, vegetarian and vegan options. Different options should be kept separate and clearly labelled.</li> <li>Will uniforms or dress required allow religious dress codes to be met?</li> <li>Will access to places of worship or meetings be unduly affected by closures or restrictions, particularly relating to transport?</li> <li>Intersectionality – have you considered other protected characteristics that your beneficiaries may have and how your initiative can reach them?</li> </ul>		
Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
Religious affiliations differ across the programme area with a greater diversity of religious affiliations in Tyne and Wear and particular concentrations in certain areas.	Active Travel England have recently published new consultation and engagement guidance which our local authority delivery partners will be expected to follow as each scheme within the sub-programme is developed. Additionally, each scheme is from the Local Transport Plan's delivery plan, which has been subject to a recent 12-week public consultation.	<p><u>Positive Impacts</u></p> <p>Particularly when delivering public realm projects, ensuring inclusive design when planning changes to the network including safe spaces and places to gather for religious celebrations.</p> <p><u>Negative Impacts</u></p> <p>Ensure the design of infrastructure accommodates a cross section of society and the perceptions that infrastructure cannot be used for everyday journeys.</p> <p><u>Action Planning</u></p> <p>Targeted engagement in the development of projects and behaviour campaigns including guided rides where appropriate.</p>
<p><b>Pregnancy and maternity</b></p> <p>During a pregnancy and whilst caring for babies, additional challenges and needs can lead to discrimination if they are not met. This can include breastfeeding, requests for maternity leave, and flexible working patterns following the birth of a child.</p> <p>Some points for consideration:</p> <ul style="list-style-type: none"> <li>Is provision made for expectant or new mothers? For example, breastfeeding, health and safety, rest and changing rooms?</li> </ul>		

- In general, this will mostly affect women. However, you should also consider how flexibility can also support all types of parents (fathers, adopters, same sex parents).
- Intersectionality – have you considered other protected characteristics that your beneficiaries may have and how your initiative can reach them?

Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
From the North East Evidence Hub in 2022-2023 – 17,602 births were registered across the North East with an entitlement of 52 weeks for maternity leave and more flexible propositions around shared leave.	Public Health professionals can feed into the design and delivery of interventions by local delivery partners.  When engaging consider looking at a cross section of views including those with prams	<p><u>Positive Impacts</u> The impacts on new parents and children can be very empowering with the ability to take exercise, socialise and access facilities.</p> <p><u>Negative Impacts</u> Ensure the design of infrastructure accommodates a cross section of society and the perceptions that infrastructure cannot be used for everyday journeys. In addition, for expectant parents, ensure there is adequate space to travel and to rest on long distance links.</p> <p><u>Action Planning</u> Targeted engagement in the development of projects and behaviour campaigns. Look at the spin off benefits</p>

### Race and ethnicity.

Race and ethnicity relate to people defined by their nationality (including citizenship), skin colour, ethnic or national origins. This also covers people from the Gypsy, Roma, Traveller community and those seeking sanctuary in the UK.

- Some considerations:
- Has culture been taken into consideration? A person's culture can influence face-to-face interaction (for example, courtesy – handshaking, eye-contact, the presence of members of the opposite sex, diet, naming systems), as well as styles and timing of provision or access and the way information is shared.
- Will any groups experience increased isolation or low trust / confidence? A reluctance to access / engage with a programme/project/event or raise concerns can be due to poor previous experiences with authorities either in the UK or abroad.
- Will anyone experience increased isolation due to a lack of support mechanisms? For example, exclusion from community life or not having family nearby.

- Will those with a nomadic lifestyle be disadvantaged? Does provision require an address or postcode?
- Will those with language difficulties be disadvantaged? This could be further impacted by issues related to age.
- Intersectionality – have you considered other protected characteristics that your beneficiaries may have and how your initiative can reach them?

Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
<p>The North East Evidence hub shows that pay gaps and employment levels do vary between ethnic groups within the region.</p> <p>From the 2021 Census out of all regions, North East and Wales had the largest percentage of those of White British Heritage (90.6%)</p> <p>According to the British Transport Police<sup>2</sup>, Race hate crimes increased from 1,453 cases in 2013 to 2,566 cases in 2017</p> <p>Faith-linked crimes increased from 64 cases in 2013 to 294 cases in 2017.</p> <p>In addition, antisocial behaviour can impact those of different ethnic backgrounds<sup>3</sup></p>	<p>Ensuring that a good cross section of society is engaged with as part of the design of schemes is critical in the effective delivery of projects.</p> <p>Ensuring people feel safe using spaces.</p>	<p><u>Positive Impacts</u></p> <p>Adequate space for multiple uses of active travel links - The redesign of space enables enhanced comfort levels for multiple uses of active travel links.</p> <p>Ensuring inclusive design when planning changes to the network including safe spaces.</p> <p>Delivery of well-lit spaces and well used spaces with natural surveillance.</p> <p><u>Negative Impacts</u></p> <p>Challenge of speed in segregation particularly for bikes causing conflict and risk of injury.</p> <p>Issues of surveillance and dealing with the perceptions of safety and security</p> <p><u>Action Plan</u></p> <p>All schemes will use the Active Travel England Active Travel design tools to ensure that measures such as comfort convenience and legibility achieve best practice, avoiding critical issues and policy conflicts.</p>

<sup>2</sup> <https://www.openaccessgovernment.org/hate-crime-awareness/60279/>

<sup>3</sup> <https://www.gov.uk/government/publications/impacts-of-anti-social-behaviour-on-individuals-and-communities/anti-social-behaviour-impacts-on-individuals-and-local-communities#personal-factors-influencing-asb-impacts>



		<p>Designers will receive regular training on the use of these tools. Consideration of clearly designed open and accessible upgrades that are well-lit and have good natural surveillance.</p> <p>CCTV to be considered in the design of schemes.</p> <p>Ensure a good spread of consultees when engaging on the design of projects.</p> <p>Delivering events and training around the use of space with a cross section of society.</p>
<p><b>Sexual orientation</b></p> <p>A person's sexual orientation is usually defined as an attraction toward the same sex (lesbian / gay men and women), the opposite sex (heterosexual) or to both sexes (bisexual). Sexual orientation is one of the areas we tend to have less data on and so it can be more important to engage with the lesbian, gay and bisexual community to understand differing needs. Often, barriers arise for lesbian, gay and bisexual people when there is an assumption of heterosexuality. It may need to be made explicit that a programme/project/event/project is inclusive, or it may need to be delivered differently to reflect family structures and relationships and maintain appropriate privacy.</p> <p>Some considerations:</p> <ul style="list-style-type: none"> <li>· Are different types of relationships reflected? For example, is language inclusive and not based upon an assumption that partners are of the opposite sex?</li> <li>· Is privacy maintained? Some lesbian, gay and bisexual people are not 'out' and arrangements, wherever possible, should not compromise privacy.</li> <li>· Will take-up be lower due to previous negative experiences?</li> <li>· Can programme/project/events and projects be delivered in a way that does not assume or require identity of sexual orientation?</li> <li>· Intersectionality – have you considered other protected characteristics that your beneficiaries may have and how your initiative can reach them?</li> </ul> <p>Context Consultation Details of positive and/or negative impact and any mitigation strategies</p>		
Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
According to the 2021 Census data, in the North East of England, 91.03% of people identified as straight or heterosexual, making it the region with the highest proportion of heterosexual identification in England and Wales.	Active Travel England have recently published new consultation and engagement guidance which our local authority delivery partners will be expected to follow as each scheme within the sub-programme is developed. Additionally, each scheme is from the	<p><u>Positive Impacts</u></p> <p>Adequate space for multiple uses of active travel links - The redesign of space enables enhanced comfort levels for multiple uses of active travel links.</p> <p>Ensuring inclusive design when planning changes to the network including safe spaces.</p>

<p>According to the British Transport Police<sup>4</sup>. Homophobic crimes increased from 139 cases in 2013 to 416 cases in 2017.</p> <p>In addition, antisocial behaviour can be impacted.</p>	<p>Local Transport Plan's delivery plan, which has been subject to a recent 12-week public consultation.</p> <p>Ensuring that a good cross section of society is engaged with as part of the design of schemes is critical in the effective delivery of projects.</p> <p>Ensuring people feel safe using spaces.</p>	<p>Delivery of well-lit spaces and well used spaces with natural surveillance.</p> <p><u>Negative Impacts</u> Issues of surveillance and dealing with the perceptions of safety and security</p> <p><u>Action Plan</u> All schemes will use the Active Travel England Active Travel design tools to ensure that measures such as comfort convenience and legibility achieve best practice, avoiding critical issues and policy conflicts.</p>
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### Gender reassignment and identity

Gender identity is a person's sense of their own gender. Gender identity can match a person's assigned sex or can differ from it. Gender reassignment covers people who intend to be, are in the process of, or who have undergone gender reassignment from one gender to another. "Trans" is an umbrella term for people whose identity differs from what is typically associated with the sex they were assigned at birth. They may refer to themselves as "transgender". "Non-binary" is a term for people whose gender identities do not fit into the gender binary of male or female. A non-binary person might consider themselves to be neither male or female, or to be both male and female, or to be sometimes male and sometimes female. People may refer to themselves using pronouns that are not gendered.

Some points for consideration:

- Do facilities such as changing areas provide privacy and allow for discretion? Is physical contact handled sensitively?
- Do processes and facilities ensure sensitivity and privacy if someone is under-going gender re-assignment?
- Does provision take into consideration personal safety and fear of crime? Fear of crime and victimization can be high amongst transgendered people.
- Is single-sex provision necessary? For example, in accommodation or support for victims of domestic violence.
- Are gender neutral or gender inclusive descriptions part of publicity and activity?
- Intersectionality – have you considered other protected characteristics that your beneficiaries may have and how your initiative can reach them?

Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
The 2021 census of England and Wales found that 0.5% of people aged 16 and over identified their gender identity as different from their sex registered at	Active Travel England have recently published new consultation and engagement guidance which our local authority delivery partners will be expected to	<p><u>Positive Impacts</u> Adequate space for multiple uses of active travel links - The redesign of space enables enhanced comfort levels for multiple uses of active travel links.</p>

<sup>4</sup> <https://www.openaccessgovernment.org/hate-crime-awareness/60279/>

<p>birth. This translates to around 262,000 people.</p> <p>According to the 2021 Census data, in the North East of England, 94.81% of people reported a gender identity that matches their sex registered at birth, with a relatively low percentage (0.06%) identifying as non-binary; this means the North East has a higher proportion of people identifying with their assigned sex compared to the national average.</p>	<p>follow as each scheme within the sub-programme is developed. Additionally, each scheme is from the Local Transport Plan's delivery plan, which has been subject to a recent 12-week public consultation.</p> <p>Ensuring that a good cross section of society is engaged with as part of the design of schemes is critical in the effective delivery of projects.</p> <p>Ensuring people feel safe using spaces.</p>	<p>Ensuring inclusive design when planning changes to the network including safe spaces.</p> <p>Delivery of well-lit spaces and well used spaces with natural surveillance.</p> <p><u>Negative Impacts</u> Issues of surveillance and dealing with the perceptions of safety and security</p> <p><u>Action Plan</u> All schemes will use the Active Travel England Active Travel design tools to ensure that measures such as comfort convenience and legibility achieve best practice, avoiding critical issues and policy conflicts.</p>
<p><b>Socio-economic background/ low pay</b></p> <p>Consider if there are there any potential impacts, positive or negative, on people who:</p> <ul style="list-style-type: none"> <li>○ live in underserved areas/left-behind neighbourhoods.</li> <li>○ live in households with low income.</li> <li>○ are in low-paid employment.</li> <li>○ are homeless or are at risk of homelessness.</li> <li>○ face barriers to employment such as low levels of educational attainment.</li> <li>○ are or have been looked after children.</li> <li>○ care for others.</li> <li>○ are care leavers or veterans.</li> <li>○ face multiple deprivation through a combination of these factors.</li> </ul>		
Context	Consultation	Details of positive and/or negative impact and any mitigation strategies
<p>One in four babies, children, and young people are growing up in poverty in the region and 31% of residents in the North East (622,000 people) are at risk of transport related social exclusion (TRSE).</p>	<p>Active Travel England have recently published new consultation and engagement guidance which our local authority delivery partners will be expected to follow as each scheme within the sub-programme is developed. Additionally, each scheme is from the Local Transport Plan's delivery plan, which has been subject to a recent 12-week public consultation.</p>	<p><u>Positive Impacts</u> Active travel is one of the most cost-effective forms of travel and links can serve communities with legible routes to opportunities.</p> <p><u>Negative Impacts</u> The delivery of infrastructure without access to equipment or the means to use it can be limiting to communities.</p> <p><u>Action Planning</u> Complementary investment planned in the delivery of this infrastructure such as guided rides, training and access to equipment schemes.</p>

<b>Summary</b>			
<p>1. Provide a short summary of the key issues and decisions you have identified and taken because of this impact assessment.</p> <p>2. Outline your plans for keeping this document up to date over the duration of the project including a review date (for example at interim review stage).</p>			
<p>This investment will see circa £80m being invested in high quality active travel routes across the region. The tools supplied by Active Travel England, assist designers to design out conflicts and delivering inclusively. This is however no substitute for meaningful engagement on projects and we have set out ways in this EQIA that this can be done in an inclusive way.</p> <p>We will set out engagement principles (in line with formal guidance from Active Travel England) that authorities must follow in advancing projects through this funding stream. This findings of this EqlA will be shared with all delivery partners to reflect on how they advance projects and embed the actions in the design and delivery of the investments. This will include how we address TRSE and safety improvements in the design of this programme.</p> <p>In carrying out this engagement, delivery partners will be encouraged to consider group/s most at risk of missing out on the benefits of Active Travel Scheme and take concerted effort to work with these groups through consultation and engagement to ensure their views are embedded in the design of these schemes and actions taken forward in the delivery and evaluation of schemes thereafter. Actions outlined should be documented in the Assurance Statement.</p> <p>In addition, there are many opportunities to enhance the way people use places and spaces with this investment and we will advocate for the use of existing revenue funding to be used to promote and unblock barriers to the use of active travel. Decisions on the allocation of future revenue funding will be reflective of existing and forthcoming capital investment in order to maximise its effect.</p> <p>Evidence of well-designed, compliant projects and of meaningful engagement will be set out within the assurance statement that each scheme promoter is required to undertake to unlock funding. A specific EqlA section is included in the assurance statement.</p> <p>This document will be monitored and reviewed as each project comes forward and in line with the programme-level monitoring requirements for CRSTS.</p>			
<b>Submitted by (Officer)</b>	<b>Andrew Dorrian</b>	<b>Date</b>	<b>05/03/2025</b>
<b>Signed off by (Equalities lead)</b>	<b>Rachel Armstrong</b>	<b>Date</b>	<b>05/03/2025</b>
<p>Declaration: I agree that this policy or initiative leads to the elimination of discrimination, the advancing of equality of opportunity and the fostering of good relations.</p>			
<b>Signed off by Senior Responsible Officer (SRO)</b>	<b>Jonathan Bailes</b>	<b>Date</b>	<b>05/03/2025</b>

<b>Updates to EIA<sup>5</sup></b> <b>(To be completed over the course of the project as appropriate).</b>	
<b>Detail</b>	<b>Date</b>

# Appendix F

## SCHEME RISK PROFORMAS - **SUMMARY**

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Risk Area	Risk Item	Risk Description	Pre-Mitigation Risk Category				Post Mitigation Risk Category			
			Low	Medium	High	Total	Low	Medium	High	Total
Project Definition	Project definition	Scheme definition is poor with low cost certainty, with increased risk that once properly defined scheme is unaffordable within funding allocation(s)	20	2	0	22	22	0	0	22
	Project scope	Scheme is overly ambitious, unaffordable and undeliverable or does not sufficiently contribute to expected objectives / outcomes	17	5	0	22	22	0	0	22
	Project complexity	Complexity of scheme underestimated, leading to cost increases and delivery timescale challenges	21	1	0	22	21	1	0	22
Political and Regulatory Environment	Third party land	Scheme requires land outside highway boundary / local authority ownership impacting on delivery timescales	18	4	0	22	19	3	0	22
	Powers and consents	Objections to required consents and permissions resulting in delay and additional consents; consents not achievable without the need to modify the scheme	19	3	0	22	19	3	0	22
	Local authority processes	Scheme requires formal approval(s) e.g. cabinet approvals, adding risk and time constraints	14	8	0	22	18	4	0	22
	Public consultation	Stakeholder / public action groups may oppose various details of the project leading to delays and reputational damage	3	8	11	22	4	18	0	22
Project Resource	Availability of key project management team	Absence / limited availability of key project management team members impacts delivery of project	7	15	0	22	20	2	0	22
	Availability of key staff	Issues relating to the availability of key staff when required at key points during development and delivery of the project	8	14	0	22	21	1	0	22
	Resource identification	Adequacy of skills and resource to meet CRSTS requirements and to deliver within funding window	6	16	0	22	16	6	0	22
Scheme Funding	Scheme Estimate	Build up of the cost estimate does not demonstrably reflect the full cost of the scheme	11	11	0	22	22	0	0	22
	Cost contingency and risk allowance	Inadequate allowance for project risk and contingency including inflation, leading to scheme becoming unaffordable within funding allocation(s)	14	8	0	22	22	0	0	22
	Scope creep	Additional budget is required to meet expectations of stakeholders	14	5	3	22	18	4	0	22
	Local match funding	Scheme promoter is unable to secure local match funding requirements leading to scheme not being affordable / deliverable	17	5	0	22	22	0	0	22
	Supporting funding streams	Supporting funding streams do not materialise, leading to scheme becoming unaffordable within CRSTS1 funding allocation	22	0	0	22	22	0	0	22
Delivering wider Programme Requirements	Proposed interventions do not deliver against CRSTS objectives and targets	Assessment work determines that the proposed interventions do not have the required level of efficacy to meet objectives and targets	22	0	0	22	22	0	0	22
Delivering to Project Programme	Project programme	Lack of demonstrable programme of activities to develop and deliver the scheme, setting out key milestones and decision points	13	7	2	22	17	5	0	22
	Supporting funding approvals	Assurance approvals for supporting funding streams are more onerous leading to project delays	20	2	0	22	20	2	0	22
	Interfaces with other schemes	Requirement to coordinate with other works planned results in phasing conflicts and delay	10	8	4	22	13	9	0	22
	Procurement strategy	Poorly defined procurement strategy leading to avoidable project delays	15	7	0	22	21	1	0	22
	Market capacity	Insufficient market capacity to deliver the project as part of a wider programme of works	18	4	0	22	18	4	0	22
Delivering Project Outputs / Value for money	Baseline evidence gaps	Lack of available high quality data to underpin the appraisal of the scheme	22	0	0	22	22	0	0	22
	Analytical tools	Scheme requires non-standard analytical tools to appraise the benefits of the scheme	22	0	0	22	22	0	0	22
	Value for money	Project performs poorly in traditional cost-benefit terms, hindering or resulting is scheme not being approved	21	1	0	22	21	1	0	22



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**Title:** Creating Real Opportunity: The Interim North East Local Growth Plan  
**Report of:** Henry Kippin, Chief Executive  
**Portfolio:** All

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## Report Summary

This report seeks Cabinet's endorsement of the Interim North East Local Growth Plan, *Creating Real Opportunity*. Mayors were asked to bring forward Local Growth Plans by the Prime Minister and our Plan has been built on a strong evidence base, collaboration with Cabinet members and the input of stakeholders.

The Plan will be a key strategic document for the region, setting out proposals for how we will grow our economy and improve living standards. It spans the full breadth of the Combined Authority's programmes, connects to the National Industrial Strategy, and meets the guidance for Local Growth Plans set out by national Government.

The Plan is structured around the Combined Authority's missions and sets out a range of activities related to the growth of key sectors and cross-cutting issues including: investment in skills, improving access to employment, tackling child poverty, reducing the digital divide, improving housing, creating a better transport system and increasing innovation. It also highlights a number of ambitious outcomes to be achieved over the 10-year lifespan of the Plan:

- *Home to a growing and vibrant economy for all*  
Thousands more good jobs will have been created, contributing to higher levels of employment and rising take-home pay.
- *Home of the green energy revolution*  
The North East will be at the forefront of the low-carbon economy, with the region a national leader on the path to net zero.
- *A welcoming home to global trade*  
We will continue to welcome international companies to the North East, exceeding national average levels of Foreign Direct Investment, whilst also seeing the proportion of international visitors increase.
- *Home of real opportunity*  
Every child will have access to opportunity, while we will also have seen an improvement in skills and health outcomes and a substantial reduction in child poverty.
- *A North East we are proud to call home*  
More affordable and social homes will have been built, alongside the delivery of a green, integrated, transport network which connects everyone.

Following a period of consultation and engagement with Government and stakeholders in the region – supported by ongoing engagement with our Cabinet members, Business and Economy Board, VCSE Leadership Board, Universities and other key partners – full publication of the Local Growth Plan will take place in the Summer.

## Recommendations

Cabinet is recommended to:

1. Approve the Interim North East Local Growth Plan, as a basis for consultation within the region;
2. Delegate approval to the Chief Executive, in consultation with the Mayor and appropriate Cabinet Members, to put in place appropriate measures to support the development and implementation of the priorities identified within the Interim Local Growth Plan, including in discussions with national government departments and agencies.
3. Agree to receive further updates on the Local Growth Plan, including a final version of the plan.

## A. Context

## 1. Introduction and overview

- 1.1 The Interim Local Growth Plan – and the final version which will be produced later in the year – sets out key priorities for the region, illustrating how we will grow our economy and improve living standards. It will help guide future investment decisions and be used in discussions with Government ahead of the Spending Review and as the Combined Authority prepares for the introduction of a single Integrated Financial Settlement in 2026/27. The Plan has been developed in consultation with Local Authorities, national government, and regional stakeholders.
- 1.2 The Plan includes multi-million investment decisions which have already been agreed by Cabinet. These include around the Investment Zone, Funding for Businesses, Child Poverty Reduction Unit, Transport and Skills priorities. The Plan has also been developed alongside, and is consistent with, the Local Transport Plan. Going forward, the objectives highlighted in the Local Growth Plan will be set out in more detailed delivery plans in key areas, including around skills, innovation, culture and housing.
- 1.3 The Plan meets the guidance from Government set out in the *Industrial Strategy Green Paper* that Local Growth Plans should “build on the region’s unique strengths and opportunities to support sectors, identify wider business environment priorities, and provide a framework to unlock private investment”. It is expected that the forthcoming English Devolution Bill will make the development of a Plan a statutory requirement.
- 1.4 The Plan identifies a range of sectoral economic opportunities where the region has unique assets and opportunities, which are being discussed with Government ahead of production of the National Industrial Strategy:
- Offshore wind and energy transition
  - Advanced manufacturing including electric vehicles
  - Creative industries and content
  - Life sciences, pharmaceuticals and process industries
  - Tech, digital and AI
  - Defence, security and space
  - Supporting growth across the region, including in rural and coastal areas
- 1.5 The document also highlights that creating opportunities for residents is dependent on a much broader and balanced set of priorities including: investment in skills, improving access to employment, tackling child poverty, reducing the digital divide, improving housing, creating a better transport system and unlocking wider economic opportunities (table 1).

**Table 1: Summary of *Creating Real Opportunities***

NE Missions	Creating strong foundations and transforming communities	Maximising our economic opportunities
<b>Home to a growing and vibrant economy for all</b>	<ul style="list-style-type: none"> <li>• Innovation and business dynamism</li> <li>• Digital North East</li> </ul>	<ul style="list-style-type: none"> <li>• Creative industries and content</li> <li>• Tech, digital and AI</li> <li>• Knowledge intensive professional services</li> <li>• Life sciences, pharmaceuticals and process industries</li> </ul>
<b>Home of the green energy revolution</b>	<ul style="list-style-type: none"> <li>• Net Zero</li> </ul>	<ul style="list-style-type: none"> <li>• Offshore wind and energy transition</li> </ul>
<b>A welcoming home to global trade</b>	<ul style="list-style-type: none"> <li>• Investment and trade</li> <li>• Infrastructure and key sites</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced manufacturing including electric vehicles</li> <li>• Defence, security and space</li> </ul>
<b>Home of real opportunity</b>	<ul style="list-style-type: none"> <li>• Skills &amp; qualifications</li> <li>• Economic activity, health and wellbeing</li> </ul>	<ul style="list-style-type: none"> <li>• Foundational economy</li> </ul>

	<ul style="list-style-type: none"> <li>• Tackling child poverty</li> </ul>	
<b>A North East we are proud to call home</b>	<ul style="list-style-type: none"> <li>• Better housing</li> <li>• Green Transport which works for all</li> </ul>	<ul style="list-style-type: none"> <li>• Visitor economy</li> <li>• Rural and coastal businesses</li> </ul>

1.6 The final version of the Plan will also include a set of strategic priorities agreed with national government, where they will work with us to help address long-standing issues identified within the Plan. At the time of writing this report, these are likely to be for Government to work with us to explore new ways to:

- Increase levels of employment and strengthen the technical skills base by enabling residents to rejoin or increase participation in the workforce, supporting them into better employment opportunities.
- Increase business formation and growth in the region, including to increase the concentration of innovation-active businesses and those with scale-up or export potential.
- Improve transport connectivity to create a green, integrated transport network that supports access to employment, learning opportunities, and essential services.

## **2. Consultation and Next Steps**

2.1 The Interim Local Growth Plan is intended to support a process of engagement and consultation with Government and stakeholders. This will include identifying opportunities to further develop the investment priorities highlighted in the document. Cabinet will be asked to approve the final version of the Plan later this year, after the publication in June of Government's Industrial Strategy and the Comprehensive Spending Review. Cabinet is also asked to receive further reports around implementation, and for activities to be developed with the support of the Combined Authority's Portfolio Boards.

2.2 The Combined Authority will work closely with the Business and Economy Board in the implementation of the Plan. This will include taking stock of opportunities emerging from Government's Spending Review and the preparation of an Innovation Action Plan with Innovate UK, which would highlight opportunities to unlock investment in the development of new products and processes which will lead to increased productivity and earnings growth. It is also expected that there will be opportunities for the Combined Authority to align activities to the forthcoming national Small Business Growth Strategy, which will be published by Government later this year.

## **B. Impact on North East Combined Authority Objectives**

All funded activity will contribute to progressing the Mayor's and Cabinet's priorities to support integrated place-based growth which have been set out in the Mayoral Manifesto and the North East CA Corporate Plan and devolution deals. The approach to delivery will be guided by the principles and approach set out in the Investment Framework, agreed by Cabinet in January 2025.

## **C. Key risks**

The key risk to delivery of the ambitions highlighted in the Plan is an absence of sufficient resources. Priorities and outcomes will need to be assessed in light of the Integrated Single Settlement and other resource allocations and taken into consideration in the development of an action plan to accompany the Growth Plan. A full risk assessment will also be completed as part of the North East CA Single Assurance Process as detailed funding proposals are developed.

## **D. Financial and other resources implications**

There are no specific financial decisions as a result of this report, although the Plan is expected to guide the use of future resources.



## **E. Legal implications**

The comments of the Monitoring Officer have been included in this report.

## **F. Equalities Implications**

The North East CA complies with the Public Sector Equality duty and is conscious of the need to achieve the objectives set out under s149 of the Equality Act 2010. In June 2024 the North East CA adopted equality objectives to reflect the different roles of the Combined Authority as an employer, a commissioner and deliverer of services, and a civic leader.

Equality implications will be considered as part of the Assurance Process, with impact assessments undertaken as part of specific policy and project areas or as individual business cases come forward.

## **G. Consultation and engagement**

Ongoing engagement and consultation has taken place with all the constituent Local Authorities and with a number of groups drawn from across business, the VCSE and education sectors throughout the development of the Plan.

## **H. Appendices**

Appendix 1 - Creating Real Opportunity: The Interim North East Local Growth Plan (to follow)

## **I. Background papers**

None

## **J. Contact officer(s)**

Robert Hamilton, Head of Innovation and Strategy  
[Rob.hamilton@northeast-ca.gov.uk](mailto:Rob.hamilton@northeast-ca.gov.uk)

## **K. Glossary**

North East CA – North East Combined Authority

## **L. Sign-off**

1) Cabinet Member Yes	2) Director Yes	3) Finance: Yes	4) Monitoring Officer: Yes	5) Chief Executive: Yes
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**Title:** North East Combined Authority Excellence in Education Programme  
**Report of:** Charlotte Carpenter, Director of Skills, Inclusion and Public Service Reform  
**Portfolio:** Education, Inclusion and Skills

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## Report Summary

The purpose of this report is to seek approval to develop and deliver a North East Excellence in Education Programme, addressing regional educational disadvantage and delivering on the North East CA's Mission 1: Home of Real Opportunity. This programme will work to priorities emerging from Mayor McGuinness' Child Poverty Reduction Unit and build upon the knowledge and insights of our seven constituent Local Authority School Improvement Teams.

This programme will help to create a home of real opportunity, where all children and young people – regardless of their background - have equal opportunities to realise their potential and be part of the region's future success. Supporting children to access a better start in life will improve life chances, unlock economic potential, and reduce pressure on public services in the long term. The Excellence in Education programme will work to emerging priorities from Mayor McGuinness' Child Poverty Reduction Unit, support work within the Public Service Reform Portfolio led by Cllr Kilgour and complement in-school careers programmes currently delivered within the Education, Inclusion and Skills portfolio under Cllr Dixon.

Collaboration with the Department for Education ensures that this programme will complement emerging national initiatives, including new Regional Improvement for Standards and Excellence (RISE) teams. Conversations with DfE have not yet resulted in a financial support package to extend our work but the Devolution and Deeper Devolution Deals commit the Department to work closely with us to address educational disadvantage and Special Educational Needs and Disabilities (SEND) provision pressures. This programme of work will ensure we are well positioned for future developments and funding asks from Government.

Priority one projects and interventions will focus on school attendance, social, emotional mental health and wellbeing of children and young people, and transitions into school and between phases for our most disadvantaged pupils.

Priority two will address development in literacy, oracy (speaking and listening) and mathematics for our most disadvantaged children and young people and promote cultural capital and personal development.

Recognising that the most impactful factor to support improved outcomes for children (especially those experiencing disadvantage) is quality of teaching, priority three will focus on the skills, resilience, and leadership of our teachers, to create a sustainable culture of excellence. This will include coaching and mentoring, and high-quality professional development to complement existing provision.

For information and context, highlights from the current programme are laid out in Appendix 1.

## Recommendations

Cabinet is recommended to:

1. Subject to full business case appraisal and in line with the Single Assurance Framework, approve an indicative funding allocation of £5,000,000 from the Investment Fund for a three-year North East CA Excellence in Education Programme, with authority delegated to the Chief Executive for implementation, in consultation with the Portfolio Holder and Finance and Investment Board.

2. Delegate authority to the Chief Executive to commence procurement activity and award contracts through the Children and Young People's Flexible Procurement Framework.

## **A. Context**

### **1. Introduction**

- 1.1 According to Schools North East's analysis of the 2024 GCSE results, 65.3% of GCSE students in the North East received a grade 4 or above with 17.6% receiving a 7 or above. This represents a 1.2% increase on 2019, before the pandemic and represents the third highest increase in the country. However, despite the increase, the North East had the lowest rates of top grades. London saw the largest increase in top grades, with the gap between London and the North East rising from 9.3% in 2019 to 10.7% in 2024.
- 1.2 Similarly, despite the increased percentage of North East students receiving top A-Level grades this year compared with pre-pandemic levels, the gap in top grades between our region and London has increased from 3.9 per cent in 2019 to 7.4 per cent in 2024. But context is key - our schools are often portrayed in a negative way on a national level, but this fails to take into account the educational challenges and high-impact long-term deprivations some of our communities face.
- 1.3 Ultimately, the exam results in 2024 continue to map the disproportionate impact of the pandemic on the most deprived regions like the North East. Rates of disadvantage have increased significantly since 2019, and already stretched services that support students and young people are working at capacity. By the end of Key Stage 4, students from disadvantaged backgrounds were 18.1 months behind their peers in 2019. In 2022, this had risen to 18.8 months. The gap has increased at all stages of education, with children from disadvantaged backgrounds 4.8 months behind their peers before starting school.
- 1.4 Persistent absence rates are double the pre-pandemic rates and the region has consistently had amongst the highest rates of SEN, rising from 12.6% in 2019/20 to 14.6% in 2023/24, and now the highest in England.
- 1.5 Attendance has been a key challenge for schools this year, and while absence rates have improved on the previous year, they remain above pre-pandemic levels.<sup>1</sup> GCSE students in the North East had the highest absence rates in the 2022/23 academic year. Pupils in Year 11 have also been more likely to regularly miss lessons than other year groups in the last academic year. Almost a third of last year's GCSE cohort missed at least 10% of lessons, double the pre-pandemic rate.<sup>2</sup>
- 1.6 There are no great schools without great teachers. A key barrier to improvement in some of our secondary schools is that they struggle to recruit, retain and develop great teachers. Regional insight tells us that our existing leadership development programmes have proven strengths but could benefit from further development. We see a need to incorporate elements of training to address the current challenges of school leadership. Nationally, we know that the wider context in which Headteachers operate can create pressure that leads to excessive workload that distracts teachers from teaching. Not enough early career teachers receive the high-quality support they need to build the foundation for a successful career. For too many, a career in teaching does not adapt to their expertise and lives outside of the classroom.
- 1.7 Local Authorities report increasing numbers of residents requiring support numbers due to poverty, and the individual impact of poverty in later life is grave. According to work by the Joseph Rowntree Foundation, children growing up in poverty face significant negative impacts on their future prospects. Children who qualify for free school meals are less likely than those who don't to obtain

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<sup>1</sup> <https://explore-education-statistics.service.gov.uk/find-statistics/pupil-attendance-in-schools>

<sup>2</sup> <https://ffteducationdatalab.org.uk/2023/06/year-11-attendance-this-year/>

good English and Maths GCSEs. This is likely to also impact their future job prospects, and children who grow up in poverty generally report lower earnings in adulthood and fewer hours worked.<sup>3</sup>

- 1.8 North East CA officers work closely with the DfE to ensure that: there is no duplication; DfE and North East CA programmes are complementary; and that we support nationally funded initiatives (e.g. National Professional Qualifications, and the emerging RISE teams) to have the most impact in our region.

## **2. Progress to date**

- 2.1 Following investment fund allocation from the North East Combined Authority in June 2024, a North East CA Education Improvement Programme is currently being delivered through commissioned services and grant funded support.
- 2.2 The programme (and predecessor North of Tyne CA programme) has been evaluated by the University of Nottingham as part of the LocalEd pilot, funded by the Association of Education Committees Trust (AECT).<sup>4</sup> The report concluded that where a Combined Authority works in collaboration with LAs, Trusts, schools and wider partners to identify and address gaps in provision and to connect up professionals across boundaries, this can generate economies of scale and stimulate new ways of working, to the benefit of the system and pupils.
- 2.3 Indicative data and feedback tells us that in the settings we are reaching, reading ages are going up, exclusions are reducing, and teacher retention is stronger. There are currently 492 schools supported (from a total of 844 across the North East CA region) across 748 points of engagement.
- 2.4 “This work is more likely to keep me in the profession and prepare our future leaders to support pupils facing significant challenges than anything coming out of the centre”. Northumberland Headteacher
- 2.5 Further detail of the existing Education Improvement Programme is presented in Appendix 1.

## **3. A North East Excellence in Education Programme**

- 3.1 Work with regional stakeholders, including Education Directors from constituent Local Authorities, has identified three new regional priorities which will inform the strategic direction of a new Excellence in Education programme over the next three years, beginning in September 2025.
- 3.2 Emerging priorities have been discussed with representatives from the DfE, to ensure there is no duplication with national initiatives.
- 3.3 The strategic direction will also consider the aims of the new Child Poverty Reduction Unit to build a strategic, long-term and collaborative approach to addressing child poverty in the region.
- 3.4 Discussions and research have identified the following new priority areas: Inclusion, Realising Potential and Teacher Wellbeing, Development and Retention, and will build upon the work highlighted in Appendix 1.
- 3.5 We will build an exciting new programme that will complement the work of our Local Authorities, providing innovative projects and interventions that allows pupils to build self-awareness, adaptability, empathy, agency for their own learning, a real sense of purpose, and develop analytical and critical thinking skills – all key elements to enable all children and young people to be part of the region’s success.

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<sup>3</sup> <https://www.jrf.org.uk/child-poverty>

<sup>4</sup> <https://localed2025.org.uk/pilots/pilot-2/>

- 3.6 At least 550 schools will benefit from the programme across the three priority areas. Delivery plans will be developed with a stakeholder group including LA education leads, schools, Multi Academy Trusts, teaching unions, Teaching School Hubs, Research Schools, education charities, and the Department for Education. Education leads from seven constituent authorities have identified the following priority areas for the programme:

**Inclusion**

This work will focus on a variety of projects and interventions to reduce exclusions, support school attendance, the social, emotional mental health and wellbeing of children and young people, and transitions both into school and within phases.

**Realising Potential**

This priority area will support development in Literacy, Oracy and Mathematics for our most disadvantaged children and young people, and promote Cultural and Social Capital, levelling the playing field for some of our most disadvantaged pupils and working in concert with the Mayor's Child Poverty Reduction Unit.

**Teacher Wellbeing, Development and Retention**

Recognising that the most impactful factor to support improved outcomes for children (especially those experiencing disadvantage) is quality of teaching, this priority area will invest in the skills, resilience, and leadership of our teachers, to create a sustainable culture of excellence. This will include coaching and mentoring, supervision and wellbeing for school leaders and through investing in high quality professional development.

- 3.7 Prospective projects and interventions will be delivered by a range of organisations, including our constituent Local Authority School Improvement Teams, depending upon their specialist knowledge and capacity to deliver at scale. Other organisations will be procured through the existing North East CA Children and Young People's Procurement Framework or through Grant Funding to deliver the work on behalf of the North East CA. The detail of delivery plans will be worked through with a stakeholder group including LA education leads, schools, Multi Academy Trusts, teaching unions, Teaching School Hubs, Research Schools, education charities, and the DfE.
- 3.8 Working across the entire education landscape has been a strength of the work and will form the backbone of the new programme. Trusts have been a key delivery partner as they provide expertise and capacity to deliver against specific requirements. For example, the Newcastle Research Schools based at NEAT Academy Trust has been instrumental in the success of the Linking Leaders project through the provision of expertise and key staff to deliver to all schools, including LA maintained. Similarly, the Shotton Hall Research School has delivered a reading fluency programme for a large cohort of Year 7 pupils across the region, designed to provide specialist support to improve reading levels and also acts as a mechanism for providing transition support to children who are struggling to settle into their Secondary school.
- 3.9 The work on Inclusion will focus on, but is not limited to, projects and interventions that support school attendance, the social, emotional mental health and wellbeing of children and young people, and transitions both into school and within phases.
- 3.10 The Realising Potential priority area will, invest in projects that allow for Action Research and the Sharing of Best Practice, support skill development in Literacy, Oracy and Mathematics for our most disadvantaged children and young people, and promote Cultural and Social Capital.
- 3.11 Recognising that great schools are built on empowered educators, the Teacher Wellbeing, Development and Retention priority area will invest in the skills, resilience, and leadership of our teachers, to create a sustainable culture of excellence. This will include coaching and mentoring, supervision and wellbeing for school leaders and through investing in high quality professional development.



- 3.12 The programme will, where appropriate, take into account, and contribute to, central Government work and emerging work from the North East CA Public Service Reform Portfolio around children with special educational needs and disabilities.
- 3.13 The programme will also work alongside the North East CA Skills for Business and Adult Skills Teams around careers advice and guidance, and on reducing regional levels of children and young people who are Not in Education, Employment, or Training (NEET).

## **B. Impact on North East Combined Authority Objectives**

1. This programme of work and approach, aligns with, and contributes to, the North East CA's commitment to champion the full potential of the region, collaborating with partners and Local Authorities to create a better way of life by connecting communities, giving people the skills to succeed, and improving wellbeing for all.
2. By tackling educational challenges, this work will contribute to the North East CA commitments to achieve a fairer, successful North East, helping people to thrive and reducing inequalities. Specifically, this programme contributes to Mission 1, to create a 'home of real opportunity' by investing in the foundations of the economy and removing barriers that prevent people succeeding.

## **C. Key risks**

A risk for any programme of work addressing the complex issue of educational attainment is the potential for duplication. This risk will be fully mitigated by ensuring strong collaboration with constituent local authorities, schools and other regional and national stakeholders. Subsequent key risks for projects emerging from the work will be identified in due course.

## **D. Financial and other resources implications**

1. This proposal is requesting an indicative allocation of £5 million from the North East CA Investment Fund. The table below shows the anticipated profile of how the £5 million will be invested.

<b>Funding source</b>	<b>2025/26</b>	<b>2026/27</b>	<b>2027/28</b>	<b>Total</b>
<i>North East CA Investment Fund (£)</i>	<b>£2,000,000</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>£5,000,000</b> to support approximately 550 schools across the three Priority Areas
<b>Total (£)</b>	<b>£2,000,000</b>	<b>£2,000,000</b>	<b>£1,000,000</b>	<b>£5,000,000</b>

## **E. Legal implications**

1. The comments of the Monitoring Officer have been incorporated in this report.

## **F. Equalities Implications**

1. A North East Excellence in Education Programme will contribute to the North East CA equality objectives, including deepening our understanding of the inequalities faced by residents in our region and the impact of those on people's lives.
2. A North East Excellence in Education Programme will use evidence to drive action to address inequalities and promote inclusion and identify and mobilise opportunities to address inequalities across the North East CA region.

## **G. Consultation and engagement**

1. Consultation has taken place with Directors of Children's Services, Directors of Education and their respective teams within each Local Authority, Multi Academy Trust leaders, Teaching School Hubs, Research Schools, Higher Education establishments and education specialists. Regional Director at DfE and their team have also been consulted.
2. Schools will be engaged in workstreams through partnership work with Local Authorities, Multi Academy Trusts and other stakeholder/influencer groups as well as commissioned providers.
3. Consultation has taken place with officers at constituent local authorities and it is anticipated that further consultation and engagement will take place once specific priority areas are finalised by Education Directors.

## **H. Appendices**

Appendix 1 – Current Progress

## **I. Background papers**

None

## **J. Contact officer(s)**

Adrian Dougherty, Head of Public Service Innovation  
Andrew Garrad, Senior Programme Manager, Education Improvement

## **K. Glossary**

North East CA              North East Combined Authority

## Appendix 1

Work underway as part of the North East CA Education Improvement Programme:

### a. Priority 1: School Improvement

- 60 school improvement leads are engaged in a project delivered in partnership with the Association of Education Advisers which provides accreditation and professional development opportunities.
- 160 school leaders from 80 schools are supported through our Linking Leaders programme, which explores the action research model of school improvement as well as effective strategies for curriculum design and peer evaluation.

### b. Priority 2: Professional Development

- 100 schools (250 teachers) have accessed a whole-school approach to oracy programme, *Voice North East*. This will total 180 across the full region by September 2025 and is the largest cohort in the country. This project, delivered in partnership with Voice 21, aims to improve knowledge and confidence around speaking and listening for over 60,000 pupils.
- Over 300 schools, nurseries and Private, Voluntary and Independent early years settings (PVI) have been provided with support for early literacy skills development through a partnership with Launchpad for Literacy.

### c. Priority 3: Responding to Local Need

- A range of projects designed to support our most disadvantaged pupils to develop cultural capital and background knowledge have been funded. Cultural capital is often cited as the golden thread of education and developing this is key to a child's successful future. This work also includes Early Career Teachers to build their confidence in working with cultural venues and freelance practitioners.
- 50 schools are taking part in, or have completed the North East School Mental Health Award in partnership with the Carnegie Centre of Excellence for mental health in schools.
- 100 senior school leaders have taken part in an inclusive leadership programme designed to reduce unnecessary school exclusions in partnership with The Difference. This is the largest cohort of its kind in the UK.
- Reading for Pleasure (Primary) and Reading Fluency (Year 7) projects have been launched with the aim of improving literacy skills for disadvantaged pupils.
- A pilot project to take elements from the Northumberland School Readiness Passport into Newcastle to support Early Years transition is ongoing.
- 14,000 pupils have participated in our creative mental health programme, MELVA, delivered in partnership with Northumberland based creative learning charity, Mortal Fools.
- Support has been provided to the North East Festival of Languages to extend the reach and effectiveness of the programme. 135 schools from all phases have signed up so far, with 24,000 children set to take part in language-based activities.
- A project in partnership with The Key and Children North East, and co-delivered by schools is now in its second year and aims to ensure that young people are able to make a successful and settled transition into Key Stage 3, giving them the best chance to thrive.

These outputs will result in a combination of outcomes including improved pupil measures (including attendance and attainment), and improvements in teacher and leader retention and progression.

The programme has been well received by Headteachers and the wider education system.

- K.4.1 “Last year we took part in Linking Leaders which was an amazing opportunity to gain insight from the Research School and share good practice with schools in different LAs. The chance to have protected time out of school to plan our curriculum was invaluable. Having the opportunity to visit another school with my subject leaders has helped us to direct our thinking as we refine our humanities curriculum.” *Newcastle Headteacher*
- K.4.2 “This programme demonstrates the strength of educational establishments as a mechanism for operationalising a “place-based” approach, and effectively engaging with communities”. *North Tyneside Headteacher*.
- K.4.3 “This work is more likely to keep me in the profession and prepare the next wave of leaders than anything coming out of the centre”. *Northumberland Headteacher*

The previous programme was evaluated by the University of Nottingham as part of the LocalEd pilot, funded by the Association of Education Committees Trust (AECT).<sup>5</sup> The report concluded that where a Combined Authority works in collaboration with LAs, Trusts, schools and wider partners to identify and address gaps in provision and to connect up professionals across boundaries, this can generate economies of scale and stimulate new ways of working.

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<sup>5</sup> <https://localed2025.org.uk/pilots/pilot-2/>

**Title:** Unlocking Finance for North East Businesses to start and to grow.  
**Report of:** Henry Kippin, Chief Executive  
**Portfolio:** Finance and Investment

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## **Report Summary**

In September 2024, Cabinet endorsed ambitious proposals for the creation of new strategic funds to provide regional businesses with the investment they need to start and to grow. The resulting investment will unlock growth, build confidence in our SME base, turbo-charge university spinouts and ensure that the region is a great place to scale a business.

This report recommends that £70 million of investment by the NE Combined Authority is approved to enable a suite of new regional funds. The funds will provide investment in the form of equity and lending and enable growth of regional businesses who are underserved by the mainstream finance market. This investment will be re-cycled multiple times over a 15-year period and as a result it is anticipated that £390 million will be invested in regional SMEs, including private sector co-investment of £170 million.

The new funds are being introduced after an independent market assessment of the supply and demand for finance in the region identified a persistent gap in investment available to regional businesses of up to £19 million per annum. Closing this gap is critical to delivering significant job creation and investment attraction potential of the region, and to ensure more funding is available to grow innovation active businesses who are competitive in emerging markets, including those resulting from the commercialisation of university research and expertise.

Whilst the proposed financial commitment by the Combined Authority is significant, the expected impact is also large. The high-level economic impacts set out to Cabinet in September have now been market tested through fund manager procurement, and several compliant bids have been received which validate our initial assumptions. As a result, the funds will support a minimum of 470 regional businesses with over £300 million of investment needed to innovate and grow and will support the creation of 2,300 jobs.

The purpose of this report is to update Cabinet on the work undertaken since September, including progress made on the procurement of Fund Managers for the new funds. The report also seeks the final approval of the £70 million of North East CA resources required to establish the funds, and for delegations to the Chief Executive to implement the proposals.

This investment helps meet the NE Mayor's commitment to support new and growing business across the region to create jobs and grow our regional economy, and is also consistent with the ambitions set out in the devolution deal, trailblazer deal and Portfolio Strategic Priorities agreed by Cabinet in July. The importance of access to investment to support business innovation and growth is also recognised in our Interim Local Growth Plan and Government's Plan for Small Business.

## **Recommendations**

Building upon the resolutions agreed at Cabinet on 17 September 2024, Cabinet is asked to agree:

1. The approach to unlocking finance for North East businesses to start and grow, as set out in the report, and for £70 million of North East CA Investment Fund to be invested into the creation of these new strategic investment funds, which are collectively expected to unlock over £350 million of investment in regional businesses and 2,300 jobs over 15 years.
2. That the Chief Executive, in consultation with the Mayor and relevant portfolio holders, is authorised to undertake the next steps and take decisions relating to implementation of the proposals, including



all necessary procurement decisions, in line with the parameters approved by North East CA Finance and Investment Board, which include:

- finalisation of the investment strategy and funding arrangements for the fund(s);
  - award of £70 million of funding, in the required proportion of grant and loan, to The North East Fund Limited, the regionally-owned holding company responsible for these funds.
3. To receive a future report on the overall status of financial arrangements now under the control of the North East CA, including legacy arrangements, and proposals on how they may be streamlined in terms of their operation, including any required future changes to the governance structures of the North East Fund Ltd to facilitate the approach set out.

## **A. Context**

### **1. Key Information**

<b>Funding Source</b>	North East CA Investment Fund, CA Borrowing and NTCA Investment Reserve.
<b>Proposal Name</b>	Unlocking Finance for North East Businesses to start and to grow – Implementation
<b>Lead Organisation</b>	The North East Fund Ltd
<b>Delivery Areas</b>	North East CA Area
<b>Timescales</b>	First Investment 1 April 2025 – Final Investment – 31 March 2041
<b>Project Value</b>	£390 million
<b>Grant amount requested</b>	£70 million
<b>Budget Implications:</b>	Up to £30 million borrowing; £30 million grant; £10 million from NTCA Reserve. £20 million from NEF Legacy Funds. Investment will be recycled over 15yrs, when borrowing will be repaid.

### **2. Background and Strategic Context**

- 2.1 The Devolution Deals, outline Local Growth Plan, emerging Industrial Strategy, Investment Zone and Investment Framework all prioritise the objective of driving innovation and R&D investment in the North East; new and growing innovation-intensive companies in the region are critical to achieving this objective, and company spinout from research and innovation intensive institutions in the region is a key source of these high-growth potential companies.
- 2.2 The report endorsed by Cabinet in September 2024 set out in detail that:
- The region has historically suffered from low availability of investment to support business growth – an issue that is particularly acute in the North East – in part because distance from London, our relatively small scale, which results in exciting, but on average smaller investment opportunities; and the relative lack of venture fund and investor presence in the region.
  - The region has a history of investing in local approaches to address the main gaps left as a result of this reduced activity by the mainstream market, and the North East Fund is the latest fund established by the region in 2018 – this fund reaches the end of its planned investment period in December 2024 and will continue to generate legacy returns for years to come that can be re-invested into the proposed successor funds set out in this report.

- Continuing availability of funding for businesses, particularly where this isn't available from the mainstream offering, is critical in delivering the region's ambitions for growth across the whole economy and has been supported by externally commissioned evidence.
- That significant engagement has been undertaken on the proposals as they have been developed – including through an externally commissioned market assessment and dialogue with regional stakeholders.
- The market assessment has shown an overall gap between demand and available supply of investment of £23-28 million per annum, where there is a clear rationale for public investment support.
- The most significant gaps relate to early-stage equity funding, where the investor takes an ownership stake in the company in return for investment (£8-9 million pa) and loan-based funding for established SMEs which is repaid with interest (£10-12 million pa). Once estimated NPIF II investment of £8.95-12 million per annum in SMEs in the NE is accounted for, the residual gap is c. £12-19 million per annum over the next five years.
- Gaps in finance availability are apparent across the spectrum, from businesses in the foundational economy seeking modest organic growth, to highly innovative businesses with significant scale-up potential; in particular very early-stage investment for companies with potential to turn innovative research and novel technologies into scaling businesses based in the region, including companies spinning out of our regional universities.
- The North East CA's objectives in making this investment should include delivering untapped economic impact by meeting gaps in finance availability for businesses; to return principle investment in tact for re-cycling at a later date; to establish a small number of funds, which operate at an efficient scale, while meeting the diverse needs of the market gaps identified; and ensuring local fund manager presence is a key requirement of funding.

### **3. Proposals for implementation**

- 3.1 Within the context set out above, Cabinet agreed in September 2024 to make an allocation of £70 million to support a strategic and long-term approach to the access to finance needs of the area and endorsed next steps to be undertaken to create a new suite of strategic investment funds to support business growth in the region.
- 3.2 The approach endorsed by Cabinet was made up of two distinct elements – set out below - each will result in a number of legally distinct sub-funds, to sit within the NEF Ltd Holding Company, currently owned by the constituent local authorities of the North East Combined Authority. Together these funds will operate over a 15-year investment period – affording them the ability to offer patient investment to businesses, where required, and to recycle funds multiple times for greater impact.

#### **i. A successor to the current North East Fund**

- 3.3 The First fund proposed responds to the main gap in available finance which emerges as the current North East Fund ceased investing in new businesses from December 2024.

This fund will be in the region of £90 million in size, made up from £60m of Combined Authority investment (borrowing and grant) and £30m of legacy funding to be recycled from previous regional funds). This fund will meet ongoing gaps in investment available for regional businesses and will include two sub-funds and a flexible co-investment fund to be retained in investment reserve. This fund represents a significant majority of the investment overall and as a result will deliver over 2,000 jobs.

#### **ii. University co-invested early-stage equity commercialisation and spinout fund.**

- 3.4 The second proposed fund will target risk tolerant and patient investment at relatively high-risk, high-growth potential early-stage ventures, starting up because of commercialisation of research and innovation activity in our universities, NHS and Catapults. The demand for this type of finance is reflected within our market assessment and further evidenced by the commercialisation pipelines from our universities, which have been shared with the Combined Authority.
- 3.5 This fund will be in the region of £22.5 million, made up from £10 million of Combined Authority investment and co-investment from regional universities. This fund will provide early-stage funding to turn innovative research and novel technologies into scaling businesses based in the region and will deliver 150 jobs and crucial early-stage investment in over thirty high potential early-stage companies.
- 3.6 The creation of innovative companies and scalable ventures built on technology and Intellectual Property through this fund is important in ensuring long term pipeline for our strategic sites and innovation districts including Aykley Heads, the Helix, NetPark and IAMP, and for catalytic investments including the North East Space Skills and Technology Centre at Northumbria University, and the creation of the Heath Innovation Neighbourhood in Newcastle.

### **Impact of overall approach**

- 3.7 Over 15 years, through the proposals set out in this report, £390 million will be invested in regional SMEs, including initial recyclable investment, including private sector co-investment of £170m. This is expected to generate potentially 2,300 jobs as result of investment in/loans to companies, particularly where the mainstream market is not providing funds on practical or affordable terms and as a result the activity will be unlikely to happen in the absence of regional investment.

## **4. Progress to Date**

- 4.1 Following Cabinet approval in September 24, Invitations to Tender were released to the market in October for all three sub-funds:
- An Early-Stage Development Fund (A above)
  - A Later Stage Venture Fund (A above)
  - A University Spin Out/Commercialisation Fund (B above)
- 4.2 The tender process has been led by The North East Fund Ltd with specialist procurement legal advisors Ward Hadaway retained to provide necessary guidance throughout to ensure the procurement remains compliant with necessary public procurement regulations.
- 4.3 Strong bids were received for each of the sub-funds, and short-listed bidders have been identified and invited to submit full tenders. All remaining bidders are suitably qualified and have a strong breadth of experience in providing Access to Finance for SMEs in a sub-national context, including in the North East.
- 4.4 Following a period of negotiation with shortlisted bidders, final revised tenders have now been submitted. The final stages of assessment and selection are now being concluded. Management of the procurement process continues, and oversight is provided through the regional Access to Finance Group, involving North East CA Chief Finance Officer, and representatives from LA7 Economic Directors.

## **5. Next Steps and Delegations**

- 5.1 The required procurement processes are due to conclude by the end of March 2025 at which point a funding award is required to be made by the North East CA to The North East Fund Ltd to enable

the legal form of the new funds to be established and the contractual next steps associated with fund management contracts to be undertaken.

- 5.2 As set out in section 4, the remaining bidders in the process all meet or exceed the requirements endorsed by Cabinet in September. The key elements of the agreed business case were drawn into the Invitation to Tender and the KPIs to be contracted as a result are consistent with delivering the financial model, value for money and impact assumptions provided to Cabinet in September.
- 5.3 On this basis, within the recommendations of this report, Cabinet are asked to delegate the necessary practical implementation and decision making to the Chief Executive in consultation with relevant portfolio holders and Finance and Investment Board on conclusion of the ongoing fund manager procurement.
- 5.4 An update and formal arrangements for the launch of these funds will be brought to the next meeting of Cabinet in June 2025, along with any required update to the governance of the North East Fund Ltd, as per the recommendations in this report.

## **B. Impact on North East Combined Authority Objectives**

1. All the activity described above supports the strategic aspirations of the North East Combined Authority as described in the North East Devolution Deal (December 2022), the Deeper Devolution Deal announced in March this year and the Corporate Plan.
2. In addition, the activity has direct impact on priorities set out within the Mayoral Manifesto, in particular priorities relating to 'strong economic foundations' and 'world class arts and culture'. The recent Portfolio Strategic Priorities agreed by Cabinet in July also set out priorities directly related to the proposals in this report, including within the Economy Portfolio and Finance and Investment Portfolio where a joint priority to "bring forward the next access to investment programme for local businesses" and "tackle gaps in the availability of finance (loan and equity)" were agreed. Within the Culture, Creative, Tourism and Sport portfolio priorities to support culture and creative industries investment were identified and included within the Environment, Coast and Rural portfolio is a comprehensive Environmental Stewardship, Coast and Rural Growth Investment Plan, which will include meeting the investment needs of SMEs.

## **C. Key risks**

The risks associated with this proposal are being fully considered through the Combined Authorities Assurance Framework. Financing of this proposal includes the requirement for £30m borrowing by the North East CA.

## **D. Financial and other resources implications**

1. Total Funding requested in this paper is £70m. This would be taken from North East CA Investment Fund, borrowing undertaken by the Combined Authority and NTCA Investment Fund Reserve, in the case of £10m of resources which have previously been approved by NTCA Cabinet in March 2024. This investment will be re-cycle multiple times within the funds(s) and over 15 years £390m will be invested in regional SMEs, including private sector co-investment of £170m.

	2025-6	2026-7	2027-8	2028-9	2029-30	2030-31	2031-32	Total
<b>Fund A: A successor to the current North East Fund</b>								
Borrowing	10m	8m	7m	5m	-	-	-	30m
Grant	10m	8m	7m	5m	-	-	-	30m
Regional Legacy (held by NE Access to Finance Ltd)		2m	4m	6m	8m	5m	5m	30m
<b>Total Fund A</b>	<b>20m</b>	<b>18m</b>	<b>18m</b>	<b>16m</b>	<b>8m</b>	<b>5m</b>	<b>5m</b>	<b>90m</b>
<b>Fund B: University co-invested early-stage equity commercialisation and spinout fund.</b>								
Grant 2 (NTCA Reserve)	2m	2m	2m	2m	2m	-	-	10m
University Co-investment	2.5m	2.5m	2.5m	2.5m	2.5m	-	-	12.5m*
<b>Total Fund B</b>	<b>4.5m</b>	<b>4.5m</b>	<b>4.5m</b>	<b>4.5m</b>	<b>4.5m</b>	<b>-</b>	<b>-</b>	<b>22.5m</b>
<b>Overall Total (A+B)</b>	<b>24.5m</b>	<b>22.5m</b>	<b>22.5m</b>	<b>20.5m</b>	<b>12.5m</b>	<b>5m</b>	<b>5m</b>	<b>112.5m</b>
<b>Of which NECA:</b>	<b>22m</b>	<b>18m</b>	<b>16m</b>	<b>12m</b>	<b>2m</b>	<b>-</b>	<b>-</b>	<b>£70m</b>

\* £5m of which subject to final approval of a partner university Finance Committee in April 2025.

2. Whilst the proposed financial commitment by the Combined Authority is significant, the expected impact is also large, with an expectation that 2,300 jobs will be supported as result of equity investment in and loans to companies; furthermore this investment is phased over the first five year investment period of the Combined Authority and once the initial investment is made the fund is materially self-sufficient for a further ten years. Due to the returnable nature of the investments made through the fund – the net cost, after funding is returned through loan repayments by investees and the sale of equity stakes taken in early stage companies - the net cost to the North East CA after all economic benefit has been delivered is up to £13 million, less if external borrowing is not required and interest savings can be re-invested.
3. The funds described in this report will be under the control and day to day management of the NEF Ltd, which is a company limited by guarantee whose members are the seven constituent Local Authorities of the North East Combined Authority area.
4. The NEF Ltd will operate the holding funds and undertake the role of ‘implementing body’ which includes the procurement and management of fund managers, in line with the Objects of the company.
5. This management approach enables economies of scale and value for money, whilst facilitating co-investment by strategic partners, including regional universities. The funding arrangements between the Combined Authority and NEF Ltd will govern the release of funding to NEF Limited and the Combined Authority’s requirements as to the operation of the funds.

## E. Legal implications

The comments of the Monitoring Officer have been included in this report.



## **F. Equalities Implications**

The North East CA complies with the Public Sector Equality duty and is conscious of the need to achieve the objectives set out under s149 of the Equality Act 2010. In June 2024 the North East CA adopted equality objectives to reflect the different roles of the Combined Authority as an employer, a commissioner and deliverer of services, and a civic leader. There are no direct equalities implications arising out of the recommendations in this report.

## **G. Consultation and engagement**

Consultation has been undertaken with the Chief Executive, the Mayor and Cabinet and with Local Authority Economic and Finance Director Groups on the September Cabinet Paper.

## **H. Appendices**

None

## **I. Background papers**

Item 8 North East CA Cabinet 17 September 2024 <https://www.northeast-ca.gov.uk/downloads/2878/agenda-pack-north-east-ca-cabinet-17-09-24.pdf>

## **J. Contact officer(s)**

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## **K. Glossary**

CA	Combined Authority
NEF LTD	The North East Fund Limited
North East CA	North East Combined Authority
NE	North East
NHS	National Health Service
NPIF II	Northern Powerhouse Investment Fund two
R&D	Research and Development
SME	Small and Medium Sized Enterprise

**Title:** Delivering our Ambition for the Regional Visitor Economy  
**Report of:** Phil Witcherley, Director of Economic Growth and Regeneration  
**Portfolio:** Culture, Creative, Tourism and Sport

### **Report Summary**

The North East Mayor has a firm commitment to ensuring that the Creative Industries and Visitor Economy are core parts of the North East economy. As set out in the Interim Local Growth Plan, there is an opportunity for a step-change in outcomes, including by doubling the scale of the Visitor Economy in the next ten years. In November 2024, Cabinet requested that proposals are developed, in collaboration with regional partners, to set out how the growth potential of the visitor economy can be unlocked in all parts of the region by building on the existing Destination Development Partnership (DDP) pilot (Destination North East England) and by strengthening the regional infrastructure and capacity needed to accelerate progress. There are significant growth opportunities across all seven of our diverse local authority areas – and a chance to further raise the reputation and profile of our region on a national and international stage.

The region was chosen by Visit England to pilot a Destination Development Partnership (DDP) in 2022, branded as Destination North East England. This has operated for three years to March 2025, and this month was extended for a further year. The Pilot aims to unlock the potential in the North East visitor economy, delivering 6% growth per annum for the period of the DDP and a 10-year target of doubling the size of the visitor economy. It disseminates best practice and learning and helps to overcome fragmentation by creating a co-ordinating framework for the regional visitor economy.

Good progress has been made since Cabinet requested proposals are developed and a proposed approach is set out at a high level in the report. This is intended as a basis for engagement with a wide range of regional partners and wider industry stakeholders, to inform a future proposal to cabinet. Following initial consultation with stakeholders, we are now able to set out high level principles underpinning the new regional approach, potential scope and functions required, and next steps - all for stakeholder engagement and input. This approach is consistent with the Corporate Plan, which commits to strengthening our regional identity and progressing a North East brand that enables the realisation of the potential of our remarkable creative, cultural, sporting and visitor economy assets. It will directly contribute to Mayoral commitments and the Combined Authority's missions.

Cabinet is asked to endorse the direction of travel and approve the approach set out as the basis for further in-depth engagement with national strategic partners, existing Local Visitor Economy Partnerships, all North East local authorities, and the wider sector and business community. With the intention that a final proposed approach, including implications for existing delivery structures, is brought to Cabinet in the Summer.

### **Recommendations**

Cabinet is recommended to:

1. Note the content of the report and endorse the proposals as the basis for a structured engagement programme with regional and wider industry stakeholders.
2. Agree to the provision of time limited financial support of £138,000 to deliver these proposals from the North East CA Investment Fund, matching the funding already committed by DCMS.

3. Receive a further report setting out the outcome of engagement and proposals for new regional capacity to deliver the region's ambition to grow the visitor economy, including financial and operational implications for the North East CA and partners.

## **A. Context**

### **1. Background and policy context**

- 1.1 The mayor's manifesto, North East devolution deals and Local Growth Plan prioritise growing the visitor economy and recognize the benefits of a thriving culture and events scene including a significant impact on the foundational economy and jobs growth.
- 1.2 With three vibrant cities, award-winning coasts, breathtaking rural landscapes, historic market towns and two National Landscapes, the North East has a huge amount to offer visitors.
- 1.3 In 2022 the region secured the first regional tourism Destination Delivery Pilot following a competitive process, receiving £2.25m from the Department for Culture, Media and Sport (DCMS) to attract more visitors, create new visitor experiences and target new domestic and international visitor markets.
- 1.4 In 2023 there was a promising upward trend as the region welcomed over 69 million visitors, an increase of 5% on the previous year. Tourism is worth £6.1bn to the region, supporting over 63,000 jobs, with clear growth potential identified in the North East Local Growth Plan.
- 1.5 The DDP, in addition to creating a pilot that disseminates best practice and learning and creating a co-ordinating framework for the regional visitor economy, also sets a regional 10-year ambition of doubling the size of the visitor economy and growing its cumulative economic impact to over £10bn.
- 1.6 The DDP also provides regional coordination and strategic planning on regional issues such as availability of accommodation and the sustainability of the sector – while also bringing together the three LVEPs in the region – Visit County Durham, Visit Northumberland and the LVEP for Newcastle and Gateshead, which is operated by Newcastle Gateshead Initiative Ltd (NGI), in addition to the DDP. The area covered by the DDP is the combined authority region, to include North Tyneside, South Tyneside and Sunderland, which have an abundance of visitor economy assets.
- 1.7 This arrangement has to date supported regional working at a deeper level in order to realise the economic and social benefits of the visitor economy. It is delivered by NGI, in partnership with Visit County Durham and Visit Northumberland, on behalf of the whole region – reflecting the strong visitor economy assets across all the local authority areas.
- 1.8 In November 2024, Cabinet requested that proposals are developed, in collaboration with regional partners, that set out how the region can deliver on the clear growth potential of the regional visitor economy by building on the existing Destination Development Partnership (DDP) pilot (Destination North East England) and in doing so build the regional delivery capacity needed to accelerate growth and collaboration.
- 1.9 As a result, the North East CA Corporate plan sets out specific actions to boost this area of the economy, including actions to:
  - establish a North East brand that builds on our remarkable creative, cultural, heritage, sporting and visitor economy assets and which adds value to the existing strong local area brand architecture; and,

- review and refresh our investment and international visitor capabilities, to ensure they are up to the task of promoting the region to international audiences.
- 1.10 These objectives support our mission to become ‘home to a growing and vibrant economy for all’ and ‘a welcoming home to global trade’. They also recognise the value of the visitor economy and its role in the creation of diverse employment opportunities and supporting progression and social mobility.
- 1.11 Cabinet agreed in November that the time was right, following the formation of the North East CA and the evaluation of the initial DDP pilot, to further enhance collaboration and secure the structures and capacity needed to enable delivery of the regional ambition for the visitor economy, in line with the NECA Corporate Plan and Local Growth Plan.
- 1.12 The following sections of the paper set out possible functions and responsibilities to be fulfilled by a potential Regional Destination Management Organisation.

## **2. Operating Principles and Functions of a Potential Regional Model**

- 2.1 The following principles should guide the development of proposals for new regional capacity, or a new organisation, as they are developed:
- Value and capacity should be added to local delivery, with the main focus being on enabling regional opportunities for impact at scale.
  - Strategic and operational accountability will be to the Mayor and Cabinet
  - There should be a clear leadership role for local stakeholders and wider industry, including private investment and amplification of the role of the private sector.
  - Focus should be on the delivery of amplified and aggregated regional benefit.
- 2.2 The following functions are proposed for a new regional delivery vehicle and will form the basis of stakeholder engagement.
- 2.3 Proposed Core Functions:
- Delivery of a Regional Destination Delivery Partnership – which includes strategic capacity to drive national and international marketing activity; sectoral, visitor attraction, accommodation, and sustainability strategies; national sector advocacy, partnerships and policy development; and sector research and intelligence.
  - Support for Local Visitor Economy Partnerships, local destination development activities, and local visitor economy brands – including direct delivery of these activities where resources are made available for this purpose by the relevant local area, and with local agreement.
  - Convention Bureau – to secure major conferences for the region.
  - International marketing of the region including international travel trade and business events campaigns, in collaboration with local partnerships.
  - Development of regional visitor economy workforce and skills initiatives in line with DDP responsibilities.
  - A regional event unit to attract, promote, coordinate, and execute new regionally significant events, working with local authority and commercial partners, subject to the outcome of the 10-year regional events strategy, currently in development.
- 2.4 Potential wider functions, which could be delivered by a new body, and which could leverage the new organisation’s capability including partnership, promotional and marketing to deliver collaborative regional projects:

- Coordination and administrative support for collaborative regional trade missions and delegations to investment events, in collaboration with business and local authority partners.
- Enhanced business and commercial membership schemes, to encourage participation in regional campaigns and foster closer collaboration between existing business membership schemes.

2.5 The above represents the basis for engagement and the views of stakeholders will shape final proposals and scope, to be considered by Cabinet at a future meeting. As a result of feedback, additional functions may be proposed, and functions may be taken out of scope.

### **Operational Considerations**

- 2.6 Newcastle Gateshead Initiative Ltd, a company limited by guarantee, is the accountable body for the existing Destination Delivery Pilot (DDP). Consideration of how the region can build on the existing regional DDP will naturally lead to consideration of whether the company structure of NGI Ltd could form the foundations of a new regional organisation, which can provide the capacity needed to deliver our ambition for the visitor economy in future years.
- 2.7 This will be fully considered as a part of the engagement process – and if considered appropriate full due-diligence will be undertaken on the implications for the North East CA, wider partners and the current range of functions and commercial activities undertaken by NGI Ltd, prior to any proposals in this respect being made to Cabinet.

### **B. Impact on North East Combined Authority Objectives**

1. The Corporate Plan of the North East CA commits to strengthening our regional identity and progressing a North East brand that enables the realisation of the potential of our remarkable creative, cultural, sporting and visitor economy assets. This will directly contribute to our Mayoral and Corporate Missions, a 'Home to a growing and vibrant economy for all' by building 'on our remarkable creative, cultural, sports, and visitor economy assets; and 'A welcoming home to global trade', by refreshing 'our international inward investment and visitor capabilities.

### **C. Key risks**

1. Financial and legal risks will be clarified along with other risks relating to the operational continuity of current arrangements including the retention of existing skills and experience as part of the ongoing due diligence and the operating model review.

### **D. Financial and other resources implications**

1. It is expected that Government will provide further funding to continue the existing regional DDP arrangements for the financial year 2025/26. A longer-term settlement is expected to be considered as a part of the forthcoming Spending Review.
2. To ensure continuity of existing arrangements relating to the regional DDP function during the engagement period and the development of proposals for future arrangements referenced in this report, it is proposed that the North East CA provides match funding on a like for like basis against Government funding received. Government funding in the period to July 2025 is expected to be in the region of £138,000 which would be matched by North East CA resources.



## **E. Legal Implications**

1. The North East CA legal team have been and are continuing to be consulted on the legal implications of the proposed approach including review and clarification of any legal risks associated with the operational continuity of current arrangements and the operating model review.

## **F. Equalities Implications**

1. The North East CA follows the [Public Sector Equality duty](#) and this report has due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010.
2. The approach outlined provides the opportunity to build on the successful launch in September 2024 of the [Regenerative Visitor Economy Framework](#), which sets out a shared understanding for regenerative tourism in North East England to drive sustainable and inclusive economic growth, including generating social benefits and driving value for local people and places as well as incoming visitors to the region.

## **G. Consultation and engagement**

1. In developing the proposals set out in this paper engagement has been undertaken with the following groups and organisations: LA7 Chief Executives; LA7 Economic Directors; Newcastle Gateshead Initiative Ltd Board and Senior Leadership Team; Department for Culture, Creative, Tourism and Sport.
2. Further engagement on the proposed functions set out will be undertaken by the North East CA in partnership with constituent authorities and the Visit North East England team. This will include engagement with Local Visitor Economy Partnership (LVEP) boards, visitor economy businesses and stakeholders in local authorities not currently covered by an LVEP, and Visit England. This engagement is expected to conclude in May 2025, with a report brought to NECA Cabinet setting out findings and next steps thereafter.

## **H. Appendices**

None.

## **I. Background papers**

None.

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## **K. Glossary**

DCMS Department for Culture, Media and Sport

DDP Destination Development Partnership

LVEP Local Visitor Economy Partnership



**Title:** The North East CA Strategic Risk Review (6 monthly update)  
**Report of:** Mags Scott, Director of Finance and Investment  
**Portfolio:** Finance and Investment

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## **Report Summary**

This report provides Cabinet with its formal 6-monthly update on the North East CA's strategic risks in line with the governance and risk management arrangements established within the North East CA's Risk Management Framework approved by Cabinet in September 2024.

## **Recommendations**

Cabinet is recommended to:

1. Review, comment upon and agree the current strategic risks, scoring and proposed management actions at Appendix A.
2. Consider any potential new and emerging risks for inclusion within the strategic risk register.

## **A. Context**

### **1. Introduction**

- 1.1 Risk is inherent within the type of activities the North East CA engages to deliver high quality services. It is acknowledged that the North East CA cannot be overly risk averse; in fact, the taking of risks is necessary in order to drive change and deliver against its missions for the people of the North East. Effective and meaningful risk management is therefore critical to ensuring a balanced approach to managing risks and realising opportunities. It is an integral part of good corporate governance and control arrangements.
- 1.2 The Mayor and Cabinet have overall responsibility for ensuring effective risk management arrangements are in place and ensuring risk and opportunities are appropriately considered as part of all decision-making processes as defined in the Single Assurance Framework. The North East CA's Risk Management Framework sets out the governance and approach of risk management arrangements.
- 1.3 In September 2024, Cabinet agreed a set of key strategic risks and opportunities that had been developed by the Senior Leadership Team and considered by the Audit and Standards Committee. To be effective, risk management must be dynamic, and responsive to change. In the case of the North East CA, some risks identified last year were driven by our transition to a new organisation; these have to an extent diminished. Conversely, new risks arise as the devolution landscape changes, and as – for example – we prepare for and move into the integrated settlement regime. The Risk Management Framework sets out 'formal' arrangements for reviewing strategic risks and opportunities. This includes quarterly review by Senior Leadership Team and six-monthly review by Cabinet and Audit and Standards Committee.

### **2. Review of strategic risk and opportunities**

- 2.1 Since the Risk Management Framework and initial strategic risks were approved by Cabinet in September 2024, activity has continued to progress at pace in areas such as developing early investment priorities, development of the Corporate and Local Growth Plans and mission-based approach to investment and delivery, workforce changes and permanent appointments to senior roles. Government has also announced that the North East CA will move to integrated settlement

from April 2026 and have access to further devolution opportunities as set out within the recent Devolution White Paper.

- 2.2 Work has also been ongoing to embed risk management across the North East CA below strategic level, with risk and opportunity registers now established at directorate level. This has also been done at programme level with oversight from Finance and Investment Board.
- 2.3 The Senior Leadership Team, supported by risk officers, completed the latest, formal, quarterly review of strategic risk and opportunities in early February 2025. Following this review there are currently seven live strategic risks and one risk being closed. These are summarised in the table below along with the risk owners, previous and current risk scores, direction of travel and the target score for each risk. Full details for strategic risks and opportunities, including controls and management actions are attached at Appendix 1. A copy of the risk scoring matrix is attached at Appendix 2.

**Table 1 – Latest Position of Strategic Risks**

Risk Ref	Description	Risk Owner	Risk Scores			
			Prev Score	Current Score	Direction of travel	Target Score
St001	Transport – funding and scale	Tobyn Hughes	C2 (R)	D2 (A)	↑ Improving	D3 (G)
St002	Transport – operational	Tobyn Hughes	E1 (A)	E1 (A)	↔ Static	F2 (G)
St003	Inclusive Growth	Rob Hamilton	D2 (A)	D2 (A)	↔ Static	D3 (G)
St004	Net Zero	Rob Hamilton	C3 (A)	C3 (A)	↔ Static	D3 (G)
St005	Political and Policy Change	Henry Kippin	Risk to close			
St006	Operational Capacity & Resources	Henry Kippin	D2 (A)	D2 (A)	↔ Static	E3 (G)
St007	Accessing Data to allow Performance Reporting	Henry Kippin	A4 (A)	A4 (A)	↔ Static	E4 (G)
St008	Integrated Settlement	Mags Scott	n/a - new	E1 (A)	n/a - new	E2 (A)

- 2.4 This key changes since the last formal review by Cabinet include one risk to close, one new risk identified and one risk scoring improving. These are summarised below with the full details in Appendix 1.

- **Political and Policy Change (risk to close)** – progress has been made to address the key elements of this risk and any residual risk falls within other strategic risks such as operational capacity and resources and the integrated financial settlement.
- **Integrated Settlement (new)** - the North East CA was confirmed as one of four ‘wave 2’ combined authorities moving to integrated settlement for the 2026/27 financial year. Integrated settlement provides a more flexible, outcomes-based approach to delivering against a set of outcomes to be agreed with Government, and removes some of the ‘ringfencing’ of funding. The risk is that we receive a sub-optimal integrated financial settlement outcome either due to financial under-delivery in 25/26 or through a failure to agree an appropriate outcomes framework with Government; its potential impact is therefore significant, but given the time to implementation and our emerging plans to manage the transition, the likelihood is considered low at this time.

- **Transport Funding and Scale (improved risk score)** - the risk has reduced from C2 to D2 based on an assessment the likelihood has reduced from likely to possible. Initial tranches of transport funding including CRSTS, BSIP revenue funding and LEVI funding have now been received and is being deployed to commence programme delivery. Furthermore, DfT have commenced a series of “Strategic Conversations” with the North East CA and are working in collaboration although the national funding picture looks uncertain. Ongoing liaison with DfT and successful delivery of the transport programme, leading into single transport funding settlement, will continue to minimise the risks.

### **3. Risk Reporting**

- 3.1 The ongoing management and reporting of risk is a key component of the North CA’s governance arrangements. Following review by Cabinet, the strategic risk and opportunity register will be presented to and reviewed by Audit and Standards Committee at its meeting in April 2025.
- 3.2 Whilst formal updates are provided to Cabinet and Audit and Standards Committee, risk and opportunities are considered as part of all decision-making, in accordance with the Single Assurance Framework.
- 3.3 The Senior Leadership Team will continue to formally review risks on a quarterly basis and Cabinet will receive its next formal update on strategic risks in September 2025. This will provide assurance that action is being taken to identify and manage risks effectively across the Combined Authority, that the records remain relevant to the current context and risks are managed in line with our risk appetite.

### **B. Impact on North East Combined Authority Objectives**

1. The North East CA has a clear set of missions and priorities, as set out in our Corporate Plan and the emerging Local Growth Plan. The Risk Management Framework, along with other corporate artefacts such as the Single Assurance Framework, and the Investment Framework, will support delivery of our vision, ambitions and priorities.

### **C. Key risks**

1. Without an effective approach to risk management the Combined Authority will not be able to manage risk in a disciplined, co-ordinated and proportionate way. This could prevent effective mitigation of potential risks, which may impact on delivery or prevent us from realising opportunities and hence delivering against our missions.

### **D. Financial and other resources implications**

1. An effective approach to risk management will support sound financial management of projects and programmes. Risk management activity is covered within the North East CA’s budgeted resources.

### **E. Legal implications**

Effective risk management supports the North East CA to meet its statutory obligations and deliver in line with the Single Assurance Framework.

### **F. Equalities Implications**

1. There are no direct equalities implications arising out of the recommendations in this report. However, the effective risk management will support the North East CA to meet its obligations in respect of its Public Sector Equality Duty.

### **G. Consultation and engagement**

1. There has been ongoing engagement with the Senior Leadership Team and heads of service to develop the strategic risk and opportunity register. Further consultation and engagement will be undertaken through Audit and Standards Committee.



## **H. Appendices**

Appendix 1: The North East CA Strategic Risk and Opportunity Register  
Appendix 2: Risk scoring matrix

## **I. Background papers**

[The North East Combined Authority Single Assurance Framework](#)  
[The North East Combined Authority Cabinet Agenda Pack – 17 September 2024](#)

## **J. Contact officer(s)**

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## **K. Glossary**

Not applicable

Risk Subject:		St001 - Transport Funding and Scale		Risk Owner:		Tobyn Hughes	
Risk Detail:							
There is a risk that funding is not sufficient to deliver the commitments set out in the Transport Programme and Local Transport Plan, or use of funding is constrained because of Government conditions.							
Opportunity:							
There is an opportunity through further devolution to work with the Government to have access to a more stable longer-term funding stream for transport, whose prioritisation and conditions of use are determined by the North East CA.							
Links to Corporate Plan:							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
X	X	X	X	X	X	X	X
Cause of Risk:							
<p>This risk reflects the scale and breadth of the Transport Programme and its overarching impact across the North East CA. Transport Programme deliverables often act as enablers for other portfolios to deliver against their ambitions.</p> <p>Government itself is fiscally constrained, and its historical approach has been to provide “stop-start” funding allocations for transport to deliver central Government policy initiatives, resulting in transport funding being time-bound, its use and conditions closely managed by civil servants, and has often required competitive bidding.</p> <p>The ability to draw down future Government funding for transport is often dependent on the successful expenditure of existing funding within Government-defined criteria and delivery periods, thus creating a circular problem. Insufficient resources or time to prepare projects for delivery and major changes to schemes in the agreed delivery programme by partners can both lead to under-delivery by the North East CA as a whole and result in Government reducing the resources it makes available to the North East CA in future.</p> <p>This risk therefore arises from the quantum of Government funding to deliver the Transport Programme, its conditions, and the quality of the North East CA’s delivery.</p>							
Consequences of the risk materialising and risk indicators:							
	Trigger		Consequence			Supporting Trend Data	
North East CA finances	• Failure of North East CA or our delivery partners to deliver transport programmes within funding window		• Impact on future award of funding • Potential clawback of funding if requirements not met. • Impact on added value			• Budget monitoring	
Local economy	• Non delivery of key schemes		• Constraint of growth • Impact on future investments in the region /leverage			• Evaluation	
Programme / Project	• Milestones not met		• Impact on Programme Plan			• Programme monitoring and evaluation	

Health, Safety & Wellbeing	<ul style="list-style-type: none"><li>• Non delivery of schemes</li><li>• Reduced uptake</li><li>• External events</li></ul>	<ul style="list-style-type: none"><li>• Impact on safety and security</li><li>• Impact on wellbeing</li></ul>	<ul style="list-style-type: none"><li>• Programme monitoring and evaluation</li></ul>
NECA Plan / Our Values	<ul style="list-style-type: none"><li>• Non delivery of schemes and ambitions</li><li>• Lack of cross organisational engagement</li></ul>	<ul style="list-style-type: none"><li>• Impact on North East CA Cabinet and Mayoral priorities</li><li>• Impact on other portfolio ambitions due to Transport being an enabler for other ambitions to be delivered successfully</li></ul>	<ul style="list-style-type: none"><li>• Performance reporting</li></ul>
Morale	<ul style="list-style-type: none"><li>• Insufficient funding to deliver schemes</li><li>• Criticism of the North East CA for lack of delivery</li><li>• Pressure from partners competing for inadequate funding</li></ul>	<ul style="list-style-type: none"><li>• Low retention rates and high staff turnover</li></ul>	<ul style="list-style-type: none"><li>• Poor staff survey results</li></ul>
Reputation	<ul style="list-style-type: none"><li>• Non delivery</li><li>• External events</li><li>• Overview &amp; Scrutiny Committee</li><li>• Perception of corporate responsibilities</li></ul>	<ul style="list-style-type: none"><li>• Adverse impact on reputation</li></ul>	<ul style="list-style-type: none"><li>• Media coverage</li><li>• Complaints</li></ul>
Legal / Regulatory	<ul style="list-style-type: none"><li>• Tendency towards non-compliance with funding conditions</li></ul>	<ul style="list-style-type: none"><li>• Adverse impact on reputation</li><li>• Possible legal challenge</li><li>• Reduced future funding allocations</li></ul>	<ul style="list-style-type: none"><li>• Poor audit results</li><li>• Assurance framework compliance failures</li></ul>
Existing Controls:		How does it reduce the risk?	Senior Officer:
		How are we assured of the control in place?	
1. Ongoing performance monitoring against programme delivery		This will be reported to Programme Board, SLT and Cabinet and will highlight any areas of concern that needs to be addressed	Jonathan Bailes
		Assurance Source: <ul style="list-style-type: none"><li>• Relevant agenda, reports and minutes</li></ul>	
2. Resources and allocation of funding agreed to develop proposals.		£4.7m CRSTS funding was allocated for business case development and professional services to enable delivery of programme ambitions in financial year 24/25. Cabinet has also approved an allocation of £8.5m for the franchising scheme assessment for Bus Reform and £8.2m for the Outline Business Case for the Metro to Washington scheme.	Philip Meikle / Jonathan Bailes
		Assurance Source: <ul style="list-style-type: none"><li>• JTC agenda, reports and minutes (June 23)</li><li>• Cabinet agenda, reports and minutes (July 24)</li></ul>	
Current Score of Risk (as at date of update on 6 February 2025):			
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:
D	2	D2 (A)	The risk score has reduced from C2 to D2. Initial tranches of transport funding including CRSTS. BSIP revenue funding and

			<p>LEVI funding has now been received and is being deployed, meaning that programme delivery has commence. The DfT have commenced a series of “Strategic Conversations” with the CA and are working together with us in collaboration, however the national funding picture looks uncertain. Significant energy is placed in informing Government of our needs, however the Comprehensive Spending Review anticipated in Spring of 2025 will offer further indications of the future of funding streams. Ongoing liaison with DfT and successful delivery of transport programme, leading into single transport funding settlement would also minimise risk.</p> <p>The transport plan continues to evolve, and projects such as bus reform may expand the demands on the fund which change the risk rating in future.</p>	
New Controls:		How will it reduce the risk?	Senior Officer:	Date new control will be in place:
1. Transport representation in portfolio advisory board		This will enable Transport work with other portfolio leads to align linked plans within the constraints of transport funding.	Tobyn Hughes	September 2024
2. Allocation of funding to develop resources to enable the delivery of ambitions more broadly		Will allow for resources and funding to be allocated to the development of staff and commissioning of external expertise to allow ambitions to be delivered successfully in line with expectations.	Jonathan Bailes	Ongoing
3. The “Strategic Conversation” process with DfT brings with it a new level of collaboration with central government and focusses us on mission delivery cementing the case for funding.		Will allow for greater devolution of transport funding and greater local determination on expenditure. It also offers a clearer channel to make the case for funding.	Tobyn Hughes	Ongoing
4. Develop a finance/funding strategy for the programme, including sources of private sector finance		By giving greater visibility of future needs and only embarking on projects when sources of finance and the timing of their availability are understood	Jonathan Bailes / Eleanor Goodman	Ongoing
Target Score of Risk:				
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:	

D	3	D3 (G)	The introduction and embedding of new controls should enable the risk to reduce in score over time.
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Discussed at SLT: 30 January 2025  
Updated by Philip Meikle: 6 February 2025

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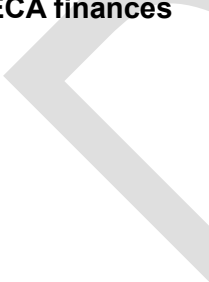
<b>Risk Subject:</b>	<b>St002 - Transport - Operational</b>			<b>Risk Owner:</b>	<b>Tobyn Hughes</b>		
<b>Risk Detail:</b>							
There is a strategic and reputational risk for the North East CA that transport operations and projects are delivered through a complex array of bodies, some of which are outside the North East CA’s direct sphere of influence. The recent failure of the Gateshead flyover is an example of the risks that ageing infrastructure can pose to transport operations.							
<b>Opportunity:</b>							
Formalised partnership working with partners such as National Highways and Great British Railways, increases the opportunity to collaborate with an aim of a more reliable network. The integration of maintenance funding into the CRSTS programme and the introduction of a regional Transport Asset Management Plan presents an opportunity to consider how funding is identified and deployed for asset maintenance and renewal in a more structured and targeted way. There are also opportunities for greater regional collaboration on the procurement of goods and services to realise economies of scale and enhanced value for money.							
<b>Links to Corporate Plan:</b>							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
	X			X			X
<b>Cause of Risk:</b>							
This risk has been raised because the governance of transport operations is complex in the region, and although the North East CA is the Local Transport Authority with overall strategic responsibility, many transport functions projects are delivered by partners through funding agreements, delegations, by arm’s-length arrangements and contracts with the private sector. This can result in lack of clarity over accountabilities, policy direction, and potentially lead to reputational damage. Furthermore, some key aspects of transport lie wholly outside the North East CA’s current powers (e.g. strategic roads, national railways and commercial bus services) contrary to a commonly held public perception that the North East CA should be able to control or influence them.							
<b>Consequences of the risk materialising and risk indicators:</b>							
	<b>Trigger</b>	<b>Consequence</b>			<b>Supporting Trend Data</b>		
<b>NECA finances</b>	<ul style="list-style-type: none"><li>Funding Constraints</li></ul>	<ul style="list-style-type: none"><li>Potential financial impact</li><li>Impact on added value</li></ul>			<ul style="list-style-type: none"><li>Budget monitoring</li></ul>		
<b>Local economy</b>	<ul style="list-style-type: none"><li>Non delivery of key schemes</li></ul>	<ul style="list-style-type: none"><li>Constraint of growth</li><li>Impact on future investments in the region /leverage</li></ul>			<ul style="list-style-type: none"><li>Evaluation</li></ul>		
<b>Programme / Project</b>	<ul style="list-style-type: none"><li>Milestones not met</li></ul>	<ul style="list-style-type: none"><li>Impact on Programme Plan</li></ul>			<ul style="list-style-type: none"><li>Programme monitoring and evaluation</li></ul>		
<b>Health, Safety &amp; Wellbeing</b>	<ul style="list-style-type: none"><li>Non delivery of essential maintenance or upgrades</li><li>Reduced uptake</li><li>External events</li></ul>	<ul style="list-style-type: none"><li>Impact on safety and security</li><li>Impact on wellbeing</li></ul>			<ul style="list-style-type: none"><li>Programme monitoring and evaluation</li></ul>		

<b>NECA Plan / Our Values</b>	<ul style="list-style-type: none"><li>• Non delivery of schemes and ambitions</li><li>• Lack of cross organisational engagement</li></ul>	<ul style="list-style-type: none"><li>• Impact on North East CA Cabinet and Mayoral priorities</li><li>• Impact on other portfolio ambitions due to Transport being an enabler for other ambitions to be delivered successfully</li></ul>	<ul style="list-style-type: none"><li>• Performance reporting</li></ul>
<b>Morale</b>	<ul style="list-style-type: none"><li>• Disruption to services</li></ul>	<ul style="list-style-type: none"><li>• Consistently poor staff survey results</li><li>• High turnover rates</li></ul>	<ul style="list-style-type: none"><li>• Staff monitoring surveys</li></ul>
<b>Reputation</b>	<ul style="list-style-type: none"><li>• Non delivery</li><li>• External events</li><li>• Overview &amp; Scrutiny Committee</li><li>• Perception of corporate responsibilities</li></ul>	<ul style="list-style-type: none"><li>• Adverse impact on reputation</li></ul>	<ul style="list-style-type: none"><li>• Media coverage</li><li>• Complaints</li></ul>
<b>Existing Controls:</b>	<b>How does it reduce the risk?</b>		<b>Senior Officer:</b>
	<b>How are we assured of the control in place?</b>		
1. Financial /budget monitoring	The North East CA transport budget includes financial information for all components of transport operations for which the North East CA has responsibility. The monitoring of the North East CA budget will be reported to relevant governing bodies e.g. SLT, Cabinet and Audit and Standards Committee. It will ensure that we are delivering within budget and obtaining value for money. It will also identify any pressures that need to be addressed. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Relevant agendas, minutes and reports</li></ul>		Tobyn Hughes
2. Overview and Scrutiny Committee	Progress against the Transport Programme is reported regularly to the Overview and Scrutiny Committee who are given the opportunity to challenge and comment on performance. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Agenda, reports and minutes</li></ul>		Tobyn Hughes
3. Arrangements with Nexus and TT2 Ltd (Tyne Tunnel operators)	Arrangements with Nexus and TT2 Ltd (Tyne Tunnel operators) are clearly understood in terms of responsibilities, deliverables and funding. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Grant Funding Agreements, Nexus Corporate Business Plan and annual budget (and monitoring reports), Tyne Tunnel Project Agreement, minutes of TT2 Client Liaison meetings</li></ul>		Tobyn Hughes
4. Discharge of functions by Northumberland and Durham County Councils to	NCC and DCC deliver certain transport services under a delegation from the North East CA <b>Assurance Source:</b>		Tobyn Hughes

Highways Authority	• Regular report from DCC and NCC to Cabinet over the exercise of their delegations			
5. Delivery of projects through local authority partners	Much of the Transport Programme is delivered by local authorities and Nexus	<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Grant Funding Agreements in place, application of Single Assurance Framework, oversight from TOG and Finance &amp; Investment Board</li></ul>	Tobyn Hughes	
6. Ongoing liaison with operation bodies co-ordination of risk mitigation approaches	Provide oversight of risk and allow for early mitigations to be employed.	<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Programme risk registers</li><li>• Programme Steering Groups</li></ul>	Tobyn Hughes	
7. Joint funding strategies developed	Ensure there is a read-across between North East CA, Nexus and Highways Authorities in terms of strategic funding approaches particularly for asset maintenance.	<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Local Transport Plan</li><li>• Transport Advisory Board</li></ul>	Tobyn Hughes	
Current Score of Risk (as at date of update on 6 February 2025):				
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:	
E	1	E1 (A)	Unlikely that operational functions would cease or would be significantly diminished. However, risk of external circumstances impacting on operations is minor possibility. Risk of securing financial support to ensure essential maintenance can be completed. If the operational functions were to negatively affect the network, there could be a severe impact on the region.	
New Controls:		How will it reduce the risk?	Senior Officer:	Date new control will be in place:
1. Review of transport delivery functions		Understand the “value chain” of transport projects and delivery, including where the responsibilities and handover points lie between partners. Restructure relationships and relevant parts of the organisation accordingly.	Tobyn Hughes	April 2025
2. Partnerships with independent external bodies		Create partnerships with independent external bodies, including National Highways, Great British Railways, and bus operators, to align objectives with the North East CA's transport programme. Develop Terms of Reference for Partnership Boards and create MOU where appropriate.	Tobyn Hughes	April 2025
3. Creation of the Transport Asset Management Plan and		The TAMP (Transport Asset Management Plan) outlines a strategic approach to maintaining key transport assets in the region and over time should allow a coordinated approach to the maintenance of transport	Tobyn Hughes	December 2025

commissioning of independent report to identify critical transport assets	assets. Furthermore, critical assets which are crucial to the region's economy will be identified in the report being commissioned so that funding can be focussed in the future to ensure that reliability of assets can be prioritised where necessary.				
Target Score of Risk:					
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:		
F	2	F2 (G)	Likelihood would be severely diminished, outside of force majeure, however, impact if realised would still be significant.		

Discussed at SLT: 30 January 2025  
Updated by Philip Meikle: 6 February 2025

<b>Risk Subject:</b>	<b>St003: Inclusive Growth</b>			<b>Risk Owner:</b>	<b>Rob Hamilton / Adrian Dougherty</b>		
<b>Risk Detail:</b>							
There is a risk that North East CA’s ambition on inclusive growth and creating opportunities for all, may not deliver planned outcomes to improve wellbeing for all, including addressing child poverty whilst reducing inequality and removing barriers.							
<b>Opportunity:</b>							
Embedding our ambitions on inclusive growth and child poverty in everything we do, creating a fairer North East, working with partners to create good jobs, and increasing opportunities for our residents.							
<b>Links to Corporate Plan:</b>							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
X	X	X	X	X	X	X	X
<b>Cause of Risk:</b>							
<p>This risk has been raised to reflect the need for a joined-up approach in delivering programmes across the region, with a view to addressing the economic and social inequalities that exist within the region, enabling inclusive growth, addressing child poverty and opening up opportunities for all residents to contribute to the region’s success. Failure to achieve the planned outcomes to reduce inequality and remove barriers to ensure opportunities and jobs are available to traditionally underserved groups, present a risk of further widening the gap which will have impacts both in respect of health and wellbeing, and an inability to meet current and future employer demand and grow a more resilient local economy.</p> <p>Whilst many factors are within NECA’s influence, the ongoing weakness of the UK economy (and public finances) create risks about both future economic conditions in the region and the overall resources available post Government’s spending review in the summer.</p>							
<b>Consequences of the risk materialising and risk indicators:</b>							
	<b>Trigger</b>	<b>Consequence</b>		<b>Supporting Trend Data</b>			
 <b>NECA finances</b>	<ul style="list-style-type: none"><li>• CA investment is not targeted towards programmes of inclusive growth and child poverty.</li></ul>	<ul style="list-style-type: none"><li>• The CA does not have sufficient financial resource to deliver on its inclusive growth and child poverty ambitions</li><li>• Impact on value for money and impact on programmes and benefits</li></ul>		<ul style="list-style-type: none"><li>• Performance Reporting</li><li>• Budget monitoring</li><li>• State of the Region Report</li></ul>			
<b>Local economy</b>	<ul style="list-style-type: none"><li>• NE ‘offer’ not viewed as internationally competitive (due to UK or local issues) leading to reduction of investment and reinvestment</li><li>• Deterioration in foundations for</li></ul>	<ul style="list-style-type: none"><li>• Adverse impact on residents’ quality of life, with poorer health outcomes, more people living in poverty and increased levels of crime and disorder.</li><li>• Loss of external investment opportunities</li><li>• Fewer new jobs</li></ul>		<ul style="list-style-type: none"><li>• Evidence Hub / Strategic Evidence Base</li><li>• State of the Region Report</li></ul>			



	<p>economic growth – capabilities, business environment, innovation, skills base, infrastructure</p> <ul style="list-style-type: none"> <li>• Closure of a large business</li> <li>• Levels of inequality persist or rise</li> <li>• Rise in unemployment</li> <li>• Rise in in-work poverty</li> <li>• Increase in child poverty</li> <li>• Poorer health outcomes</li> </ul>	<ul style="list-style-type: none"> <li>• Lower pay</li> <li>• Adverse impact on productivity and economic growth due to skills gaps, low employment, rising economic inactivity and increasing demand on public services.</li> </ul>	
<b>Programme / Project</b>	<ul style="list-style-type: none"> <li>• Programmes and projects designed without equality and inclusion considerations</li> </ul>	<ul style="list-style-type: none"> <li>• Missed opportunities to maximise impact of investment by focussing on supporting residents most at risk of being left behind.</li> <li>• Projects do not achieve intended outcomes and/or address local need.</li> </ul>	<ul style="list-style-type: none"> <li>• Performance Reporting</li> <li>• Evaluation reports</li> <li>• Equality Impact Assessments.</li> </ul>
<b>Health, Safety &amp; Wellbeing</b>	<ul style="list-style-type: none"> <li>• Projects are designed without considering opportunities to improve health, wellbeing and/or public safety</li> </ul>	<ul style="list-style-type: none"> <li>• Missed opportunities to maximise impact of investment through the inclusion of Health and wellbeing objectives</li> </ul>	<ul style="list-style-type: none"> <li>• Performance Reporting</li> <li>• Evaluation reports</li> </ul>
<b>NECA Plan / Our Values</b>	<ul style="list-style-type: none"> <li>• Inclusive growth and addressing child poverty is not embedded within the CA's ways of working</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on Mayor and Cabinet priorities in respect of inclusive growth not being met</li> </ul>	<ul style="list-style-type: none"> <li>• Performance Reporting</li> <li>• Evaluation reports</li> <li>• Staff survey</li> </ul>
<b>Morale</b>	<ul style="list-style-type: none"> <li>• Staff and stakeholders feel disillusioned that we are not delivering in line with our commitment and values.</li> </ul>	<ul style="list-style-type: none"> <li>• Impact on staff retention</li> <li>• Failure to attract talent</li> <li>• Lack of engagement from stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>• Staff survey</li> <li>• Evaluation reports</li> </ul>
<b>Reputation</b>	<ul style="list-style-type: none"> <li>• News/media enquiries</li> </ul>	<ul style="list-style-type: none"> <li>• Adverse impact on the reputation of North</li> </ul>	<ul style="list-style-type: none"> <li>• Social media activity</li> <li>• Reports on media enquiries and articles – trends and patterns</li> </ul>

		East CA if inclusive growth is not prioritised <ul style="list-style-type: none"><li>• Lack of public and Governmental trust in the power of devolution to create a fairer North East.</li><li>• Lack of consistency and clear messaging compromises public and stakeholder trust in North East CA's commitment to creating a fairer NE.</li></ul>	
<b>Legal / Regulatory</b>	<ul style="list-style-type: none"><li>• Non-compliance with Public Sector Equality Duty</li></ul>	<ul style="list-style-type: none"><li>• Legal action taken by Equality and Human Rights Commission.</li></ul>	<ul style="list-style-type: none"><li>• Progress against equality objectives.</li><li>• Annual equality report.</li></ul>
<b>Existing Controls:</b>	<b>How does it reduce the risk?</b>		<b>Senior Officer:</b>
	<b>How are we assured of the control in place?</b>		
1. Strategic commitments as set out in corporate plan and portfolio plans	The North East CA has a strategic commitment to create a Fairer North East by narrowing inequalities and reducing child poverty  The Corporate Plan and recent Investment Framework includes commitments to reducing economic and social inequalities, particularly those experienced by the most deprived and vulnerable communities.  <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• The North East CA Corporate Plan</li><li>• The North East CA Investment Framework</li></ul>		Rob Hamilton / Adrian Dougherty
2. North East CA Deal and Deeper Devo Deal	A commitment to reducing inequalities and addressing disparities is included in the North East devolution deal and Deeper Devolution Deal.  <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• The North Devolution Deal</li><li>• NE Deeper Devolution Deal</li></ul>		Rob Hamilton / Adrian Dougherty
3. Inclusion and Inequalities included in the development and embedding of Portfolio plans.	Evidence driven portfolio plans have been developed that align to the CAs commitments on inclusive growth and set the foundations for delivering inclusive projects and programmes.  <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• The North East CA Portfolio Plans</li></ul>		Rob Hamilton / Adrian Dougherty
4. The Single Assurance Framework	The Single Assurance Framework sets out arrangements to ensure: <ul style="list-style-type: none"><li>• Accountable and transparent decision making</li><li>• Appraise and allocate funding</li><li>• Monitor and evaluate projects</li></ul>		Mags Scott

		It ensures all investment proposals are sufficiently tested to ensure they achieve value for money and projected outcomes in line with the CAs strategic ambitions.		
		<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• The Single Assurance Framework</li></ul>		
<b>Current Score of Risk (as at date of update on 3 February 2025):</b>				
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:	
D	2	D2 (A)	Most of the key policies and strategies are in place of close to being finalised. This is coupled with existing capacity and dedicated roles specific to inclusion and inequalities. However, external factors, including the ongoing weakness of the UK economy and absence of growth, creating challenges for the public finances, have caused us to leave the overall risk rating unchanged.	
<b>New Controls:</b>		<b>How will it reduce the risk?</b>	<b>Senior Officer:</b>	<b>Date new control will be in place:</b>
1. Development of strategies and frameworks		The North East CA will work with stakeholders and partners to further develop policy to maximise opportunities in respect of inclusive growth, including: <ul style="list-style-type: none"><li>• Local Growth Plan</li><li>• The Child Poverty Action Plan</li><li>• Education Improvement Plan</li><li>• The North East Employment and Skills Strategy</li><li>• The post-consultation NE Transport Strategy</li></ul> This will drive the development of projects and programmes focused on inclusive growth outcomes.	Adrian Dougherty/ Rob Hamilton	March-July 2025
2. Staff training and development		North East CA staff will continue to receive training on the single assurance framework to ensure project/programme proposals are developed to a high standard, deliver value for money in line with the CA's objectives.  Staff will also have access to online equality training and development modules.	Chrisi Page/ Robin Fry	Ongoing
3. Assurance Framework		The single assurance framework and supporting business process will be subject to regular review to ensure it supports the development and delivery of projects/programmes in line with the CAs objectives.	Chrisi Page	Ongoing

4. Portfolio Advisory Boards	The Portfolio Advisory Boards will play an important role, including: <ul style="list-style-type: none"><li>• supporting members of the Authority in overseeing the delivery of the vision, ambitions and programmes of activity set out in the Authority’s Corporate Plan and associated plans and strategies</li><li>• bringing together key stakeholders to support the development and delivery of these ambitions and programmes; and</li><li>• provide advice and information to the Authority to ensure there is a robust evidence base for decision-making.</li></ul>		Elizabeth Kerr	Ongoing
Target Score of Risk:				
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:	
E	3	E3 (G)	It is expected that if the economy improves as expected over the next 12-24 months, and as financial implications for NECA become clearer following the Comprehensive Spending Review, that this rating moves to Green	

Discussed at SLT: 30 January 2025

Risk updated by Rob Hamilton and Adrian Dougherty: 3 Feb 2025

Risk Subject:	St004: Net Zero			Risk Owner:	Rob Hamilton		
Risk Detail:							
There is a risk that North East CA's Net Zero ambitions may not be achieved with insufficient funding and resources and should it not prove possible to form the necessary coalition of partners, including across the public and VCSE sectors, businesses and residents.							
Opportunity:							
There is an opportunity to lead as an example on how to manage Net Zero at a regional level, grow the low carbon economy, and to support LAs to achieve their targets							
Links to Corporate Plan:							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
X	X	X	X	X	X	X	X
Cause of Risk:							
<p>This risk has been raised to reflect the importance on the work North East CA will undertake to progress Net Zero and low carbon growth throughout the region and scale of work required across all portfolios to achieve this.</p> <p>North East CA will work with Local Authorities and external bodies to achieve our strategic ambitions in respect of Net Zero, however it is acknowledged that there will be significant activity in this area outside the Combined Authority's direct control.</p> <p>A number of schemes are also externally funded which may result in certain requirements being met to be successful in winning funding bids and preventing clawback.</p> <p>As this risk cuts across all portfolios there is collective Cabinet responsibility, this creates both an opportunity to truly embed Net Zero considerations across portfolio activity but also a risk that there may be an assumption by Portfolio Leads that it is being progressed elsewhere in the Combined Authority, resulting in lower outcomes. This could also result in the perception that North East CA is not adequately responding to the climate crisis or delivering against ambitions set out in devolution deals and mayoral manifesto.</p>							
Consequences of the risk materialising and risk indicators:							
	Trigger	Consequence			Supporting Trend Data		
NECA finances	<ul style="list-style-type: none"><li>Insufficient resources available within the MTFP for Net Zero activity</li></ul>	<ul style="list-style-type: none"><li>Funding could be lost if requirements are not met.</li><li>Insufficient resources to meet ambitions</li></ul>			<ul style="list-style-type: none"><li>Programme performance reporting</li></ul>		
Local economy	<ul style="list-style-type: none"><li>NE 'offer' not viewed as internationally competitive (due to UK or local issues) leading to reduction of investment and reinvestment</li><li>Failure to secure a</li></ul>	<ul style="list-style-type: none"><li>Loss of external investment opportunities</li><li>Fewer new jobs</li><li>Existing companies unable to successfully transition to low carbon economy</li></ul>			<ul style="list-style-type: none"><li>Programme performance reporting</li><li>State of the Region reports</li></ul>		



	floating wind leasing round <ul style="list-style-type: none"> <li>• Failure to support or SME decarbonisation and energy efficiency</li> <li>• Failure to progress heat networks</li> </ul>		
<b>Programme / Project</b>	<ul style="list-style-type: none"> <li>• Failure to deploy Green New Deal funding</li> <li>• Failure to secure follow-on programmes of investment</li> </ul>	<ul style="list-style-type: none"> <li>• Key programme milestones may not be met</li> <li>• Private Sector investment significantly lower than expectations</li> </ul>	<ul style="list-style-type: none"> <li>• Programme performance reporting</li> </ul>
<b>Health, Safety &amp; Wellbeing</b>	<ul style="list-style-type: none"> <li>• Failure to deliver retrofit or active transport programmes</li> </ul>	<ul style="list-style-type: none"> <li>• Co benefits that would improve the health and wellbeing of the region may not be realised.</li> </ul>	<ul style="list-style-type: none"> <li>• Programme performance reporting</li> </ul>
<b>NECA Plan / Our Values</b>	<ul style="list-style-type: none"> <li>• Failure to demonstrate our commitment to creating 'a greener North east'</li> <li>• Failure to demonstrate to government delivery of the devolution deal in full.</li> <li>• Failure to adequately prepare for new powers and responsibilities outlined in Devolution white paper (particularly retrofit &amp; heat networks)</li> </ul>	<ul style="list-style-type: none"> <li>• North East CA deal priorities may not be met impacting on government confidence in the CA and future funding/devolution opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Corporate reporting</li> <li>• Programme performance reporting</li> <li>• Gateway review – progress against the local evaluation framework</li> </ul>
<b>Morale</b>	<ul style="list-style-type: none"> <li>• Staff and stakeholders feel disillusioned that we are not delivering in line with our commitment and values.</li> </ul>	<ul style="list-style-type: none"> <li>• High staff turnover</li> <li>• Failure to attract talent</li> <li>• Lack of engagement from stakeholders</li> <li>• Poorer outcomes</li> </ul>	<ul style="list-style-type: none"> <li>• Staff survey</li> <li>• Stakeholder surveys</li> <li>• Evaluation reports</li> </ul>
<b>Reputation</b>	<ul style="list-style-type: none"> <li>• News/media enquiries</li> </ul>	<ul style="list-style-type: none"> <li>• Adverse impact on reputation</li> <li>• Net Zero activity is not</li> </ul>	<ul style="list-style-type: none"> <li>• Social media activity</li> </ul>

		prioritised and if investment activity does not meet our ambitions published in the deal, commitments, corporate and portfolio plans.	• Reports on media enquiries and articles – trends and patterns
<b>Existing Controls:</b>		<b>How does it reduce the risk?</b>	<b>Senior Officer:</b>
		<b>How are we assured of the control in place?</b>	
1. North East CA will continue to engage with Department for Energy Security and Net Zero (DESNZ) and relevant external bodies.	This will enable an understanding of latest government policy, priorities and potential funding opportunities to support the delivery of commitments within the devolution deal on Net Zero and the ongoing development of climate initiatives within the region. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Partnership agreement with North East and Yorkshire Net Zero Hub (DESNZ funded)</li><li>• Active participation on Hub Board</li></ul>		Rob Hamilton/Ross Lowrie
2. Embedding of Net Zero across Portfolio activity and governance arrangements	This ensures that Net Zero is delivered throughout all portfolios. This will also ensure that business areas understand their responsibilities in respect of Net Zero. <b>Assurance Source:</b> Strategic Portfolio Plan Monitoring and Evaluation Framework Corporate Plan and forthcoming Local Growth Plan		
3. There are a number of existing programmes of delivery that are delivering on the CAs Net Zero ambitions e.g. Retrofit Advice Service, Green New Deal Fund and Energy Accelerator	These will continue to provide vehicles for targeted Net Zero investment. <b>Assurance Source:</b> Contract Management Performance Reporting Project Governance		Rob Hamilton/Ross Lowrie
4. Existing Dedicated Net Zero Capacity within North East CA	Provides dedicated expertise within the Combined Authority to drive agenda forward, deliver programmes and provide expert advice across to the Combined Authority and constituent LAs. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Net Zero team in situ Performance reporting</li></ul>		Rob Hamilton/Ross Lowrie
5. Net Zero North East England Partnership Board	The Board will provide an assurance function to ensure that commitments are being delivered. <b>Assurance Source</b> <ul style="list-style-type: none"><li>• Terms of Reference, agenda’s, reports and minutes</li></ul>		Rob Hamilton/Ross Lowrie
<b>Current Score of Risk (as at date of update on 3 February 2025):</b>			
Likelihood:	Impact:	Full: RAG	Reasons:

A,B,C,D,E,F	1,2,3,4			
C	3	C3 (A)	There are resources and plans in place to deliver Net Zero, however reputationally progress against plans will remain high profile and performance will be scrutinised by media, public and environmental NGOs. Climate risks and climate-related weather events will increase over time.	
New Controls:		How will it reduce the risk?	Senior Officer:	Date new control will be in place:
1. North East CA will build on previous work, and opportunities under this devolution deal, to develop a North East Retrofit capacity building programme, identifying measures needed to promote a viable, stable, long-term approach to retrofit with which the Local Net Zero Hub can provide support		This will look to build upon existing piecemeal approach with a view to developing a more cohesive approach.	Rob Hamilton/ Ross Lowrie	September 2025
2. North East CA will establish a North East Strategic Energy Board (reporting into the NECA Business and Economy Board) to guide energy policy in the region and liaise and coordinate between stakeholders including the National Grid, National Energy System Operator (NESO), Ofgem, distribution network companies, local authorities, large energy generators and consumers.		The Board will review regional grid connectivity, understand future grid capacity, accessibility and the joint-investments that will be needed to underpin inclusive growth within the region's relevant industries and sites.  DESNZ will provide observer representation on this Board.	Rob Hamilton/ Ross Lowrie	June 2025
3. We will work with government and local authorities to enable heat networks in the region, including implementing heat network zoning  Develop a programme to support local authorities and communities to develop heat networks and low carbon technology projects, following on from North		Heat networks are a key mechanism for decarbonising heating in public, commercial and domestic properties, they are referenced within the Portfolio Plan for Housing and Land. Development of a heat network supply chain will contribute to low carbon growth and exportable capability  Providing funding to local authorities unlocks larger government funding pots and creates a large pipeline of heat network projects, now over £750m in region.	Rob Hamilton/ Ross Lowrie	Unconfirmed – developing proposal

East Energy Accelerator Programme.			
4. We will develop a cohesive approach to offshore wind through the development of a 10-year strategy and our Local Growth Plan, including maximising the opportunity of floating offshore wind.	NECA will minimise transition risks from oil & gas through to a low carbon economy by maximising supply chain opportunities and jobs in the North East for offshore wind (inc deepwater fixed and floating, O&M, robotics)  Key investment propositions and projects will be set out in the Local Growth Plan to be shared with government.  In alignment with the Local Growth Plan final publication in July 2025, dedicated offshore wind programme may provide investment into infrastructure, offshore wind and supply chain coordination.	Rob Hamilton/ Ross Lowrie	July 2025 (LGP Final Draft publication)
5. NECA will work with Government, regional partners and the North East and Yorkshire NZ Hub to progress recommendations in the geothermal white paper	We will break down barriers to deployment of geothermal and mine water, therefore enabling schemes in the region. We will ensure our role in progressing geothermal dovetails with UK govt (DESNZ Hub work) and National Geothermal Centre	Rob Hamilton/ Ross Lowrie	July 2025
6. Develop governance proposal for senior/political accountability of Net Zero in North East CA	Recognise the significant risk of falling short of climate ambition by putting in place senior ownership and accountability for Net Zero across the portfolios.	Rob Hamilton/ Ross Lowrie	July 2025
<b>Target Score of Risk:</b>			
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:
D	3	D3 (G)	Through the embedding of both existing and new controls the likelihood of risk will reduce over time, however climate change will still be subject to scrutiny.

Discussed by SLT: 30 January 2025

Risk updated by Ross Lowrie / Rob Hamilton: 3 Feb 2025

<b>Risk Subject:</b>	<b>ST005: Political &amp; Policy Change (RISK TO CLOSE)</b>			<b>Risk Owner:</b>	<b>Henry Kippin</b>		
<b>Risk Detail:</b>							
There is a risk that the North East CA does not have the capacity to engage with, adapt and respond at pace to political and policy changes in a structured and comprehensive way.							
<b>Opportunity:</b>							
If the North East CA can demonstrate it is agile and adaptable this may provide further opportunities to expand on the existing devolution deals or access additional funding.							
<b>Links to Corporate Plan:</b>							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
X	X	X	X	X	X	X	X
<b>Cause of Risk:</b>							
<p>This risk has been raised to reflect that the recent change in Government, and any subsequent new / changes to policy, may have an impact on the North East CA as an organisation, its remit and its ability to deliver the devolution deal, its ambitions and portfolio plans. This includes:</p> <ul style="list-style-type: none"><li>• We are embedding a new organisation at a time of potential significant national political change which can bring uncertainty.</li><li>• Further organisational change may be required as a result of national policy.</li><li>• Capacity to exploit opportunities that political change will bring – we need to be prepared with our asks for a new government and agile enough to take advantage of the change.</li><li>• A significant proportion of funding is reliant on short term government awards, e.g. skills bootcamps and UK Shared Prosperity Fund (UKSPF), without long term funding agreements and commitments.</li><li>• Government decisions may significantly impact upon current funding, long term plans and our ability to deliver.</li></ul>							
<b>Consequences of the risk materialising and risk indicators:</b>							
	<b>Trigger</b>	<b>Consequence</b>			<b>Supporting Trend Data</b>		
<b>North East CA finances</b>	<ul style="list-style-type: none"><li>• Changes in National Policies and funding availability</li></ul>	<ul style="list-style-type: none"><li>• Impact on future funding and on maintaining delivery momentum</li><li>• Impact on budget stability</li></ul>			<ul style="list-style-type: none"><li>• Manifesto</li><li>• Parliamentary Statement/ Announcement</li></ul>		
<b>Local economy</b>	<ul style="list-style-type: none"><li>• Changes in National Policies and funding availability</li></ul>	<ul style="list-style-type: none"><li>• Potential delays in delivering/ failure to deliver existing commitments</li><li>• Reduced Government investment in the North East</li><li>• Potential unwillingness for companies to invest in the region.</li></ul>			<ul style="list-style-type: none"><li>• State of the Region Reports</li><li>• Performance data</li><li>• Parliamentary announcements</li></ul>		
<b>Programme / Project</b>	<ul style="list-style-type: none"><li>• Changes in National Policies and funding availability</li></ul>	<ul style="list-style-type: none"><li>• Impact on delivery of key programmes and projects</li></ul>			<ul style="list-style-type: none"><li>• Manifesto</li><li>• Parliamentary Statement/ Announcement</li></ul>		



Health, Safety & Wellbeing			
North East CA Plan / Our Values	<ul style="list-style-type: none"><li>• Changes in National Policies and funding availability</li></ul>	<ul style="list-style-type: none"><li>• Changes to the North East CA Offer</li><li>• Impact on delivery of ambitions</li></ul>	<ul style="list-style-type: none"><li>• Performance Reporting</li></ul>
Morale			
Reputation	<ul style="list-style-type: none"><li>• Changes in National Policies and funding availability</li></ul>	<ul style="list-style-type: none"><li>• Impact on reputation if the Mayor and Cabinet priorities cannot be met.</li><li>• Adverse impact on relationships with stakeholders.</li></ul>	<ul style="list-style-type: none"><li>• Local media</li><li>• Anecdotal</li></ul>
Legal / Regulatory			
Existing Controls:		How does it reduce the risk?	Senior Officer:
		How are we assured of the control in place?	
1. Membership of networks/ relationships built with key figures nationally and locally		Allows for some forward planning if see change of direction being flagged	Directors / Heads of Service
		<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• SLT and other senior managers ensuring they and the North East CA are visible to the policy makers and decision takers.</li><li>• Attendance and invitations to events/meetings/conferences etc.</li></ul>	
2. Workforce development plan/process		Allows for timely recruitment /reorganisation if see change of direction being flagged/get notice of change	Head of HR/OD & H&S
		<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Corporate reporting</li></ul>	
3. Reading of sector related press/publications/blogs to do Horizon scanning		Allows for early discussions and testing of ideas/solutions and wider sector collaboration/response.	SLT/Heads & Snr Management
		<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Reports to Cabinet and SLT</li></ul>	
Current Score of Risk (as at date of update on 27 January 2025):			
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:
Risk to close		Prev Score B3 (A)	This risk has closed as since the risk was raised progress has been made and any risks that remain are managed as part of the other strategic risks, specifically with regards to capacity and the integrated financial settlement.

New Controls:		How will it reduce the risk?		Senior Officer:	Date new control will be in place:
1. Good internal communication routes to be established to pass messages down and hear messages coming up		Ensures senior management is aware of the temperature of the organisation and that they and the entire workforce are aware of any impact following any change to what we will deliver as an organisation.  This will also ensure that there is political engagement with Cabinet and Government Ministers.		Jacqueline Laughton	September 2024
Target Score of Risk:					
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:		
E	3	E3 (G)	Once the new Government has made clear any changes in legislation, policy and funding work will be undertaken to assess the impact and take required action.		

Discussed at SLT: 30 January 2025  
Updated by Liz Kerr: 27 January 2025

Risk Subject:	St006 - Operational Capacity and Resources			Risk Owner:	Henry Kippin		
Risk Detail:							
There is a risk that until capacity, systems and processes are fully in place to be able we may be unable to deliver ambitions with pace in line with stakeholder expectations.							
Opportunity:							
Opportunity to build upon experience and learning of current capacity to enable agile and efficient delivery of our ambitions.							
Links to Corporate Plan:							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
X	X	X	X	X	X	X	X
Cause of Risk:							
This risk has been raised to reflect the maturity of the organisation following the transition of five organisations each with own cultures and ways of working into the North East CA. Additionally until relevant systems and processes are developed and fully embedded, we may have to rely on interim solutions or existing approached which may be may less joined up.							
Consequences of the risk materialising and risk indicators:							
	Trigger	Consequence			Supporting Trend Data		
NECA finances	<ul style="list-style-type: none"><li>• Inability to recruit to fill vacancies</li><li>• Identified skills gaps</li></ul>	<ul style="list-style-type: none"><li>• Potential financial impact if processes are not in place and programme delivery is delayed</li><li>• Reliance on external expertise and associated costs</li><li>• Impact on VFM</li></ul>			<ul style="list-style-type: none"><li>• Performance data</li><li>• Budget monitoring</li></ul>		
Local economy	<ul style="list-style-type: none"><li>• Inability to recruit to fill vacancies</li><li>• Identified skills gaps</li></ul>	<ul style="list-style-type: none"><li>• Growth ambitions not realised</li><li>• Inward investment opportunities not taken</li></ul>			<ul style="list-style-type: none"><li>• Performance data</li></ul>		
Programme / Project	<ul style="list-style-type: none"><li>• Inability to recruit to fill vacancies</li><li>• Identified skills gaps</li><li>• Lack of clarity of systems and processes</li></ul>	<ul style="list-style-type: none"><li>• Potential programme and project delays with key milestones being missed</li></ul>			<ul style="list-style-type: none"><li>• Performance data</li><li>• Pulse surveys</li></ul>		
Health, Safety & Wellbeing	<ul style="list-style-type: none"><li>• Lack of steer on vision, clarity on roles and expectations</li><li>• Pressure on existing resources</li></ul>	<ul style="list-style-type: none"><li>• High levels of staff sickness and absence</li></ul>			<ul style="list-style-type: none"><li>• HR Reports</li><li>• Pulse surveys</li><li>• Data from wellbeing providers</li><li>• Delivery of the corporate plan</li></ul>		

NECA Plan / Our Values	<ul style="list-style-type: none"><li>• Inability to recruit to fill vacancies</li><li>• Identified skills gaps</li><li>• Lack of clarity of systems and processes</li></ul>	<ul style="list-style-type: none"><li>• Cabinet and Mayoral priorities not met</li></ul>	<ul style="list-style-type: none"><li>• HR Reports</li><li>• Performance data</li></ul>
Morale	<ul style="list-style-type: none"><li>• Lack of steer on vision, clarity on roles and expectations</li><li>• pressure on existing resources</li><li>• Poor / inconsistent communication</li></ul>	<ul style="list-style-type: none"><li>• Impact on staff morale</li></ul>	<ul style="list-style-type: none"><li>• HR Reports</li><li>• Pulse surveys</li><li>• Cascade of the corporate plan</li></ul>
Reputation		<ul style="list-style-type: none"><li>• Adverse impact on reputation if stakeholder expectations are not met</li><li>• Inconsistent / inaccurate messages could impact on reputation</li></ul>	<ul style="list-style-type: none"><li>• Adverse media coverage</li></ul>
Legal / Regulatory			
Existing Controls:	How does it reduce the risk?		Senior Officer:
	How are we assured of the control in place?		
1. Organisational Governance	This ensures there will be oversight and decision making at a strategic level. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• SLT and Cabinet agenda, reports and minutes</li></ul>		Henry Kippin
2. Organisational structure in place	Staff from previous of five family organisations transferred across bringing experience, knowledge and skills. There is also defined roles and responsibilities in place across all business areas. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Staff in situ</li></ul>		Henry Kippin
3. SLA in place with Durham CC which includes some HR functions and recruitment.	Ensure that recruitment is undertaken as and when required following a consistent approach throughout the CA. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• A number of roles have been successfully recruited into</li></ul>		Henry Kippin
4. Organisational Values	Ensures that all staff are aware of the North East CA values enabling them to become embedded in the organisational culture. <b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Organisational Values are published</li></ul>		Henry Kippin

Current Score of Risk (as at date of update on 3 February 2025):					
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:		
D	2	D2 (A)	Although the organisation is still in early stages good progress continues to be made in developing frameworks, processes along with ensuring that required capacity is in place.		
New Controls:		How will it reduce the risk?		Senior Officer:	Date new control will be in place:
1. Workforce planning (include succession planning)		Clear identification of resources and future needs of the business which will link into our succession planning.		Tracey Elvin	April 2025
2. Internal communication plan		Structured communication strategy that will help inform the workforce on progress, updates, etc.		Stuart Tarbuck	February 2025
3. Relevant Frameworks (e.g. risk, assurance, monitoring, evaluation, and investment)		These will set out the organisational approach and provide the basis for consistent ways of working throughout the organisation.		Mags Scott	April 2025
4. Capacity analysis		To establish current ways of working and identify processes that need to be implemented.		Tracey Elvin	April 2025
5. Systems to be fully implemented e.g. HR, Financial and Project and Programme management.		Will provide a clear and consistent approach throughout the organisation.		Jen Robson	March 2025
Target Score of Risk:					
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:		
E	3	E3 (G)	Through the implementation of new controls and further embedding of existing it is expected that the risk score will reduce.		

Discussed at SLT: 30 January 2025  
Updated by Tracey Elvin: 3 February 2025



<b>Risk Subject:</b>	<b>St007: Accessing data to allow performance reporting</b>			<b>Risk Owner:</b>	<b>Jen Robson</b>		
<b>Risk Detail:</b>							
<p>There is a risk that until we have fully integrated systems and digitalised/automated processes across the five directorates, corporately, we will not be able to easily identify what data is collected where and how it is processed to easily allow performance reporting.</p> <p>Until our systems are aligned an interim process will need to be created to collate data from multiple sources to enable performance reporting. This will be complex due to the inconsistencies around data processing and multiple systems in use across the organisations and may result in the North East CA being unable to deliver ambitions related to transparent and accurate performance management, at a pace which aligns with stakeholder expectations.</p>							
<b>Opportunity:</b>							
<p>To create a data and digital strategy which builds upon learnings from five legacy organisations to ensure that the data we collect and the systems and processes which underpin collection and performance reporting are ambitious and innovative.</p>							
<b>Links to Corporate Plan:</b>							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
X	X	X	X	X	X	X	X
<b>Cause of Risk:</b>							
<p>This risk has been raised to reflect the maturity of the organisation following the transition of five organisations each with their own data cultures, ways of working and digital systems and processes into the North East CA. Until relevant systems and processes are operationalised, the North East CA will have to rely on manual intervention for collating data in relation to requests for performance information and reporting, where automated systems are not in place.</p>							
<b>Consequences of the risk materialising and risk indicators:</b>							
	Trigger	Consequence				Supporting Trend Data	
NECA finances							
Local economy							
Programme / Project							
Health, Safety & Wellbeing							
NECA Plan / Our Values	<ul style="list-style-type: none"><li>Unable to consistently quality assure data from multiple sources when creating performance reports</li></ul>	<ul style="list-style-type: none"><li>There may be inconsistencies in reports due to difficulty in quality assuring data</li></ul>				<ul style="list-style-type: none"><li>Reporting schedule</li></ul>	
Morale							
Reputation	<ul style="list-style-type: none"><li>Regular reporting to cabinet, government</li></ul>	<ul style="list-style-type: none"><li>Adverse impact on reputation if stakeholder expectations are not met in a timely manner</li></ul>				<ul style="list-style-type: none"><li>Adverse media coverage</li></ul>	

	and other stakeholders <ul style="list-style-type: none"><li>• Requests for data from media and wider stakeholders</li></ul>	<ul style="list-style-type: none"><li>• Inconsistent / inaccurate performance reporting could impact on reputation</li></ul>		
<b>Legal / Regulatory</b>	<ul style="list-style-type: none"><li>• Unable to meet government reporting expectations</li></ul>	<ul style="list-style-type: none"><li>• Unable to accurately report on impact our of funds due to not having an agreed performance framework to ensure consistency across the organisation</li></ul>	<ul style="list-style-type: none"><li>• Government review feedback</li></ul>	
<b>Existing Controls:</b>		<b>How does it reduce the risk?</b>	<b>Senior Officer:</b>	
		<b>How are we assured of the control in place?</b>		
1. All projects and programmes have been consistently prior to establishment of North East Combined Authority.		All reports have met expectations prior to the establishment of the North East Combined Authority and those reporting systems remain unchanged.	Henry Kippin	
		<b>Assurance Source:</b> <ul style="list-style-type: none"><li>• Performance Reporting</li></ul>		
<b>Current Score of Risk (as at date of update on 27 January 2025):</b>				
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:	
A	4	A4 (A)	Due to different systems and processes in place at the moment, it is almost certain that this risk will materialise when the North East CA needs to report on its performance in the next quarter. This impact of this, while time consuming, is likely to be minor. This is tolerable while the organisation is still in its infancy. As the organisation matures and what it is delivering grows the risk of not being able to accurately report performance will increase.	
<b>New Controls:</b>		<b>How will it reduce the risk?</b>	<b>Senior Officer:</b>	<b>Date new control will be in place:</b>
1. Relevant Frameworks to set out organisational approach (e.g. risk, assurance, monitoring, evaluation, and investment)		Agreed frameworks will bring consistency to teams' approach to governance, risk, delivery and performance and underpin the establishment of shared ways of working.	Jen Robson	March 2025
2. Mapping existing processes		To establish relevance and effectiveness, identify any gaps and efficiencies. With a view to look at potential for technological automation of processes.	Jen Robson	March 2025
3. Creation of a data and digital strategy		An agreed strategy which sets out the North East CA's approach to data collection and the systems which underpin it will create consistency and	Jen Robson	March 2025

		ensure all activity going forward is aligned.		
4. Systems to be fully implemented and agreed Project and Programme management approach and underpinning processes operationalised.		An agreed data and digital strategy underpinning the systems used and supported through an agreed programme management approach will ensure consistent and share ways of working across the organisation and reduce the risk of data being collected and processed in ways which do not align with the digital infrastructure of the North East CA.	Jen Robson	April 2026
<b>Target Score of Risk:</b>				
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:	
E	4	E4 (G)	Once an integrated system with digitalised and automated process is in place, underpinned by a data and digital strategy, all data needed for performance reporting will be stored in the North East CA's digital infrastructure and be accessible in performance dashboards which show live data, the risk of data being stored in multiple places and the need for manual processes to enable performance reporting will be significantly reduced.	

Discussed at SLT: 30 January 2025

Updated by Liz Kerr and Jen Robson: 27 January 2025

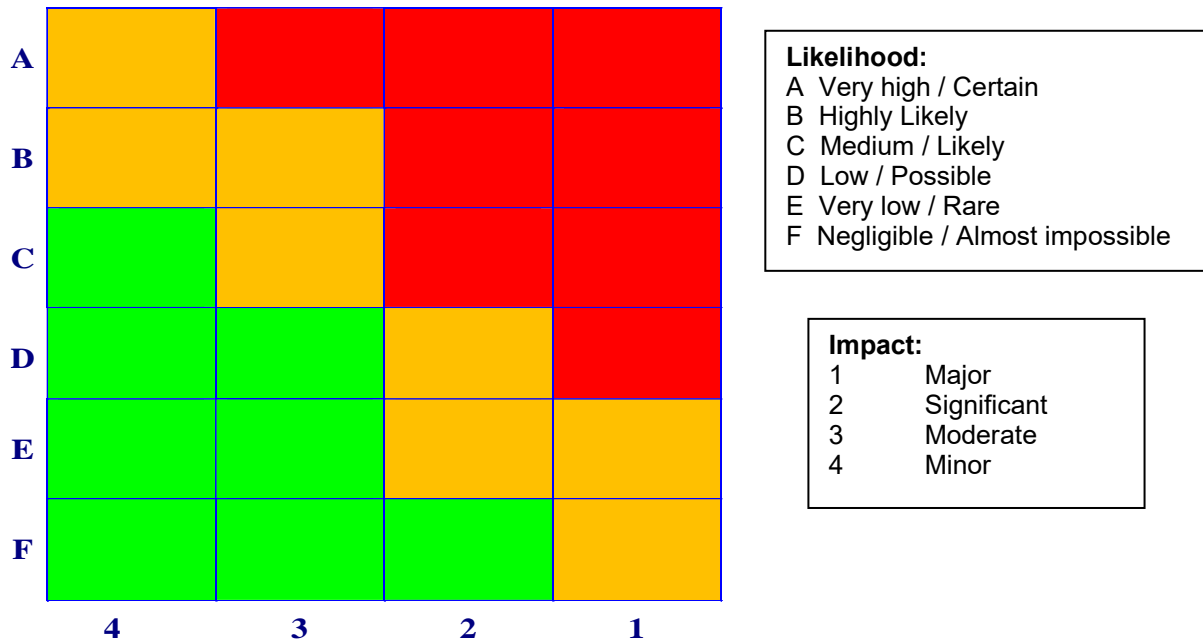
<b>Risk Subject:</b>	<b>St008 Integrated Settlement</b>			<b>Risk Owner:</b>	<b>Mags Scott</b>		
<b>Risk Detail:</b>							
There is a risk that we receive a sub-optimal integrated financial settlement outcome either due to financial under-delivery in 25/26 or through a failure to agree an appropriate outcomes framework with government.							
<b>Opportunity:</b>							
Working closely with Government departments, and cross-departmentally supported by MHCLG; and with input from those combined authorities that have already moved to single settlement, we have the opportunity to build on and deepen the benefits that come with integrated settlement. This is a chance to align our funding more closely to the outcomes in our Corporate Plan and Local Growth Plan, supported by our investment and single assurance frameworks. Integrated settlement also provides additional flexibilities to move funding between themes and between financial years.							
<b>Links to Corporate Plan:</b>							
Culture, Creative, Tourism and Sport	Economy	Education, Inclusion and Skills	Environment Coast and Rural	Finance and Investment	Housing and Land	Public Sector Reform	Transport
X	X	X	X	X	X	X	X
<b>Cause of Risk:</b>							
The North East CA was confirmed in 2024 as one of four ‘wave 2’ combined authorities to be moving to integrated settlement for the 2026/27 financial year. This is more flexible, outcomes-based approach to delivering against a set of outcomes to be agreed with HM Treasury and removes some of the ‘ringfencing’ of funding.							
<b>Consequences of the risk materialising and risk indicators:</b>							
	<b>Trigger</b>	<b>Consequence</b>			<b>Supporting Trend Data</b>		
<b>NECA finances</b>	• Integrated settlement provides lower than expected funding	• Reduced resources available to fund programmes and pay for core establishment of the CA. Mayoral priority outcomes are not delivered or are reduced.			• IS programme board reporting		
<b>Local economy</b>	• As above	• As above			• Performance reporting		
<b>Programme / Project</b>	• As above	• As above			• Performance reporting; programme monitoring		
<b>Health, Safety &amp; Wellbeing</b>							
<b>NECA Plan / Our Values</b>	• Programmes reduced / terminated	• Mayoral priority outcomes not delivered or not delivered in full • Risks to ‘Make it Happen’ and ‘Strive for Brilliance’ due to reduced resource			• Performance reporting; programme monitoring		
<b>Morale</b>	• Programmes reduced / terminated	• Our people feel that they impact they have is reduced; morale suffers • Roles at risk due to reduced funding			• Staff survey / pulse surveys • Feedback through manager 1-1s		
<b>Reputation</b>	• Partner organisations perceive we are	• Reputation with MHCLG and HMT suffers; difficult to build back			• Feedback from Government leads		

	adding less value to the region	<ul style="list-style-type: none"> <li>• Reputation with Las and other partner organisations suffer; we are less credible in the region</li> </ul>	<ul style="list-style-type: none"> <li>• Feedback from Cex, Eds, partner organisations</li> </ul>
<b>Legal / Regulatory</b>	<ul style="list-style-type: none"> <li>• Potential reduction in devolved powers or inability to achieve deeper devo</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced ability to deliver on Mayoral priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Feedback from MHCLG leads</li> </ul>
<b>Existing Controls:</b>		<b>How does it reduce the risk?</b> <b>How are we assured of the control in place?</b>	<b>Senior Officer:</b>
1. Priority programme across 2025/26 for the North East CA senior leadership team.		Focus and accountability at most senior levels. <b>Assurance Source:</b> <ul style="list-style-type: none"> <li>• Programme governance reporting and monitoring</li> </ul>	Henry Kippin
<b>Current Score of Risk (as at date new risk raised on 1 February 2025):</b>			
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:
E	1	E1 (A)	We are at the start of this process and programme not yet up and running. We have 15 months before start of integrated settlement regime. Risk of unsatisfactory outcome therefore considered low but recorded early as a strategic risk given its potential impact on the organisation, and to enable early, robust monitoring of the risk.
<b>New Controls:</b>		<b>How will it reduce the risk?</b>	<b>Senior Officer:</b> <b>Date new control will be in place:</b>
2. The set up of a structured programme with clear outcomes and governance is a priority for the Finance and Investment directorate prior to the start of 25/26 financial year.		Programme will provide visibility of workstreams, milestones and shared outcomes. Progress will be reported regularly [to define] to SLT and through programme governance (to be defined and set up). The governance structures will also ensure the involvement of the LAs, Cabinet, OSC, ASC and be the commissioner of input and advice from, and collaboration with, other MCAs and government departments.	Mags Scott 1 March 2025
<b>Target Score of Risk:</b>			
Likelihood: A,B,C,D,E,F	Impact: 1,2,3,4	Full: RAG	Reasons:
E	2	E2 (A)	Impact of this risk will always be high if it materialises given its cross-cutting nature. Aim through programme is to minimise likelihood; and to agree outcomes as early as possible to reduce impact (e.g. to certain areas / small number of outcomes themes).

Last Updated: 1 February 2025  
 Update provided by: Mags Scott  
 Agreed by SLT: 5 February 2025



## Risk Scorecard and Matrix



**Red risks** are to be managed down as a matter of urgency

**Amber risks** are to be managed down in the medium term and monitored

**Green risks** considered low priority but are also monitored

**Title:** 2024-25 Programme Delivery Plan Update  
**Report of:** Director of Finance and Investment  
**Portfolio:** All Portfolios

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## Report Summary

The purpose of this report is to present to the Mayor and Cabinet an updated forecast of programme delivery expenditure for 2024/25 at Q3, as reported to Finance and Investment Board. The report also includes the Q3 corporate budget position, with details of variances.

## Recommendations

Cabinet is recommended to:

- a. Note the updated forecast programme delivery plan position for 2024/25.
- b. Note the corporate overheads position for 2024/25.

## 1. Introduction

- 1.1 Following the laying of the statutory order (the order) to create the North East Combined Authority (North East CA), the Authority came into existence on 7 May 2024. The order provided for the creation of the North East CA, with the necessary arrangements that the North of Tyne Combined Authority and the former North East Combined Authority approving the first budget and corporate plan prior to its creation on 7 May.
- 1.2 The five-year planned programme delivery was reported to Cabinet on 26 November 2024 with a total fund spend of £1,422m. The planned spend for 2024/25 on programme delivery was £500m. This plan was updated and reported to Cabinet on 28 January 2025, where the updated, planned programme spend was estimated at £408m by the service delivery leads. The reported spend at this point was £138m, or 34% of forecast spend. This reflected claims to Q2.
- 1.3 The 2024/25 corporate overheads budget is an 11-month plan that spans the period from 7 May 2024 to 31 March 2025. The initial budget plan was reviewed by North East CA management, with a revised corporate budget presented to Cabinet in November 2024 for approval.
- 1.4 This report provides an update on both programme delivery and the corporate budget as we approach our first year end.

## 2. Programme Delivery Update

- 2.1 This programme delivery plan update has been developed to provide an overview at a programme level of:
  - Fund description and key progress updates in reporting period
  - Committed funding against the fund total value (where a Cabinet or delegated decision has agreed funding against a business case)
  - Forecast expenditure by year
  - Forecast outputs
- 2.2 This report covers delivery from May 7 to the end of quarter 2. Cabinet is asked to note this reporting lag, which arises from the timing of claims for expenditure, which are received in arrears and take time to validate. We are working with our delivery partners on a robust approach to reporting forecast positions to provide a more timely view of progress.
- 2.3 The portfolio plans include a pipeline of activity that translates to a call on funds currently shown as 'uncommitted'. Of this, certain amounts have been allocated to portfolios and will move to 'committed' as underpinning business cases are approved. Pipeline activity in development is referenced in the supporting narrative to the full performance pack, which is included as an

appendix to this report.

- 2.4 Actual expenditure and output figures are included where available. Cabinet are asked to note that some programmes are at an early stage with first claims due in the coming quarters.
- 2.5 Since its inception in May 2024, the North East CA Cabinet has approved 25 proposals totalling £148m of funding from the North East CA Investment Fund, Early Capital Regeneration, Investment Zones and Brownfield Housing Fund. In addition, delivery of the Adult Skills and Brownfield Housing Fund programmes have continued and progression of schemes within Transport Capital and Revenue programmes is well underway.
- 2.6 During this period, the CA has also focused on establishing robust approval, contract management and reporting processes. This includes operationalising the Single Assurance Framework through business process documentation, clear guidance and delivery of staff and stakeholder training.
- 2.7 The Risk Management Framework was agreed by Cabinet in September and implementation of risk management processes for investment programmes is underway. Key programme risks are reported to Finance & Investment Board as a core part of the quarterly performance pack. Strategic risks are reported to Cabinet on a six monthly basis.

**Table 1: Overview of Combined Authority Funds**

<b>Fund</b>	<b>Fund total</b>	<b>Committed*</b>	<b>Uncommitted</b>	<b>Spend to date</b>	<b>% Committed</b>	<b>Reporting Period</b>
Transport - Capital	£826,498,952	£826,498,952	£0	£361,449,033	100.00%	7 years (2020/21-2026/27)
Transport - Revenue	£108,243,924	£83,774,858	£24,469,066	£30,611,115	77.39%	6 years (2021/22-2026/27)
Brownfield Housing Fund	£49,214,534	£49,312,414	(£97,880)	£10,891,944	98.18%	North of Tyne: 5 years (2020/21-2024/25) South of Tyne: 2 years (2024/25-2025/26)
Investment Fund	£240,000,000	£102,922,877	£137,077,123	£0	42.88%	5 years (2024/25-2028/29)
NTCA Legacy Investment fund	£67,784,159	£67,784,159	£0	£10,000,000	100.00%	10 years (2019/20-2028/29)
Investment Zones	£55,000,000	£20,954,591	£34,045,409	£0	37.55%	5 years (2024/25-2028/29)
Early Capital Regen	£68,970,000	£65,249,315	£3,720,685	£0	94.61%	3 years (2023/24-2025/26)
UK Shared Prosperity Fund	£48,245,205	£48,390,713	(£145,508)	£19,901,499	100.30%	3 years (2022/23-2024/25)
Adult Skills	£69,707,665	£69,707,665	£0	£16,550,000	100.00%	1 year (2024/5 Academic Year)
Skills Boot Camps	£17,999,140	£17,999,140	£0	£1,160,000	100.00%	1 year (2024/5 Academic Year)
<b>Total</b>	<b>£1,551,663,579</b>	<b>£1,352,594,684</b>	<b>£199,068,895</b>	<b>£450,563,591</b>	<b>85.09%</b>	

\*Committed expenditure is that for which a final investment decision has been taken by Cabinet, or by the Chief Executive through delegated authority, following submission of a business case and consideration through the Single Assurance Framework. This figure does include Cabinet agreed notional financial allocations.

### 3. Corporate overheads budget update

- 3.1 The corporate overheads position covers actual spend from May 7 to the end of Q3 (Oct 24 – Dec 24) reporting period, which now includes budget revisions for the 2024/25 pay award. The forecast spend to year end was previously reported to Cabinet in January.
- 3.2 Table 2 shows the forecast to the end of the year as agreed at the end of Q3 (December 2024) and reported to Cabinet in January. As described in January's Cabinet report, the main variance to budget will be the saving in staffing costs due to vacancies. Whilst work has continued since December to fill these vacancies, it is likely this saving will grow rather than decrease before March. Any surplus to the overhead accounts caused by the staff or other budget savings will be transferred to reserves at the year end.

Table 2: Corporate Overhead Forecast to year-end (as at the end of Q3)

Revised Forecast vs Realigned Budget	Realigned Budget 2024/25 £m	Forecast Spend 2024/25 £m	Variance £m
Employees	14.452	12.963	(1.488)
Premises	0.433	0.472	0.039
Transport	0.008	0.008	0.000
Supplies and Services	92.409	92.509	0.100
Third Party Payments	0.399	0.560	0.160
Central Support and Other Recharges	13.800	13.800	0.000
<b>Total Expenditure</b>	<b>121.502</b>	<b>120.312</b>	<b>(1.190)</b>
Contributions Summary	(103.556)	(103.556)	0.000
Grant	(5.150)	(5.200)	(0.050)
Interest Summary	(1.730)	(1.730)	0.000
Other Income Summary	(0.685)	(0.685)	0.000
Recharges	(0.509)	(0.509)	0.000
<b>Total Funding</b>	<b>(111.629)</b>	<b>(111.679)</b>	<b>(0.050)</b>
Funding towards costs from Tyne Tunnel	(9.872)	(9.872)	0.000
<b>Net Budget</b>	<b>0.000</b>	<b>(1.239)</b>	<b>(1.240)</b>

- 3.3 The latest overhead position shows a continuing saving against staffing budgets (£1.488m) as the vacant posts expected to be filled in February remain unfilled. Audit fee costs have been revised following finalisation by PSAA of audit fees for the 2023/24 and 2024/25 financial years, creating a pressure of £0.160m. Other pressures around consultants and dilapidation costs have reduced as they are now based on better estimates or actual charges.
- 3.4 The position includes interest income of approximately £1.7m, allocated against expenditure on corporate overheads, in line with budget. Total interest income in 2024/25 is forecast at around £16.5m, of which £10.1m has been allocated to specific projects and earmarked reserves through decisions already taken by Cabinet. £6.4m remains to be allocated, remaining available for spend into the 2025/26 financial year.

### B. Key risks

There are no specific risks relating to this report other than those highlighted in the above report.

### C. Financial and other resources implications



This is a financial report with associated implications set out in the detail of the report.

#### **D. Legal implications**

The Authority has a legal obligation under the Local Government Act 2003 to have regard to the Chartered Institute of Public Finance and Accountancy's Treasury Management in the Public Services: Code of Practice; the Chartered Institute of Public Finance and Accountancy's Prudential Code: Capital Finance in Local Authorities and the Department of Levelling up Communities and Housing Statutory Guidance on Local Government Investments.

The Authority is required to agree a balanced budget annually and to monitor performance against that budget throughout the year. The Authority must also make provision for an adequate level of un-earmarked reserves. It is also required to ensure that good financial governance arrangements are in place.

#### **E. Equalities Implications**

There are no direct equalities implications arising out of the recommendations in this report.

#### **F. Consultation and engagement**

The creation of the Authority has been subject to significant and regional consultation. The 2024/25 budget was subject to wide consultation across the North East. The overall devolution proposals were developed from close collaborative working across the local authorities and specifically the LA7 Chief Executives, Finance Directors and Economic Development Directors and a wide range of stakeholders and the public. Further joint working has been undertaken since the Mayor was elected on the development of the Local Growth plan. Engagement continues among key stakeholders across the region.

#### **G. Appendices**

Appendix 1 – Investment Programme Performance Report (to Quarter 3).

#### **H. Background papers**

2024-25 Budget Monitoring Position Update Cabinet report 26 November 2024.  
2024-25 Budget Monitoring Position Update Cabinet report 28 January 2025

#### **I. Contact officer(s)**

Mags Scott, Director of Finance and Investment, [Mags.Scott@northeast-ca.gov.uk](mailto:Mags.Scott@northeast-ca.gov.uk)  
Eleanor Goodman, Interim Head of Finance, [Eleanor.Goodman@northeast-ca.gov.uk](mailto:Eleanor.Goodman@northeast-ca.gov.uk)  
Noel Kay, Strategic Finance Business Partner, [Noel.Kay@northeast-ca.gov.uk](mailto:Noel.Kay@northeast-ca.gov.uk)  
Chrisi Page, Interim Head of Investment Programmes, [chrisi.page@northeast-ca.gov.uk](mailto:chrisi.page@northeast-ca.gov.uk)

#### **J. Glossary**

Not required.



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# North East CA Performance Pack

## Reporting Period October 2024 - December 2024





- This programme performance pack has been developed to provide an overview at a programme level of:
  - Fund description and key progress updates in reporting period
  - Committed funding against the fund total value (where a Cabinet/ delegated decision has agreed funding against a business case)
  - Forecast expenditure by year
  - Forecast outputs
- This report covers the position at the end of Q3 (31 Dec 24). It includes project claim and monitoring information up to the end of September 2024 (Q2) . This lag in information arises as claims are submitted to the North East CA quarterly in arrears, once expenditure has occurred. We are working with funding recipients to improve the quality of our forecasting to more accurately understand and report expenditure in year. This should also facilitate more timely actions should delivery be at risk.
- It is acknowledged that the portfolio plans include a pipeline of activity and there will likely be a significant call on funds currently shown as ‘uncommitted’. Pipeline activity in development is referenced in the supporting narrative.
- Actual expenditure and output figures are included where available. To note some programmes are at an early stage with first claims due in the coming quarters.

# Overview of CA funds



## Executive Summary

Since its inception in May 2024 the North East CA Cabinet has approved 25 proposals totalling £148m of funding from the North East CA Investment Fund, Early Capital Regeneration, Investment Zones and Brownfield Housing Fund. In addition, delivery of our Adult Skills and Brownfield Housing Fund programmes have continued and progression of schemes within Transport Capital and Revenue programmes is well underway. During this period, the CA has also focused on establishing robust approval, contract management and reporting processes. This includes operationalising the Single Assurance Framework; developing business process documentation, clear guidance and delivery of staff and stakeholder training. The Risk Management Framework was agreed by Cabinet in September and implementation of risk management processes for investment programmes is underway. A summary of key programme risks is included as part of this report.

Fund	Fund total	Committed*	Uncommitted	Spend to date	% Committed	Reporting Period
Transport - Capital	£826,498,952	£826,498,952	£0	£361,449,033	100.00%	7 years (2020/21 – 2026/27)
Transport - Revenue	£108,243,924	£83,774,858	£24,469,066	£30,611,115	77.39%	6 years (2021/22 – 2026/27)
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Adult Skills	£69,707,665	£69,707,665	£0	£16,550,000	100.00%	1 year (2024 Academic Year)
Skills Boot Camps	£17,999,140	£17,999,140	£0	£1,160,000	100.00%	1 year (2024 Academic Year)
<b>Total</b>	<b>£1,551,663,579</b>	<b>£1,352,594,684</b>	<b>£199,068,895</b>	<b>£450,563,591</b>	<b>85.09%</b>	



## Transport Funding overview

North East CA inherited £346m of capital funding from transport programmes previously agreed by the former Joint Transport Committee (JTC), including the Transforming Cities Fund (TCF), Active Travel Fund (ATF), Bus Service Improvement Plan (BSIP), Zero Emission Bus Regional Areas Tranche 2 (ZEBRA2), and Levelling Up Fund (LUF). The table below demonstrates the capital funding allocated since 2020/21. Transport capital funding is primarily awarded by DfT, with the exception of ATF and LUF which were awarded by Active Travel England and DHLUC respectively. Funding is awarded following the agreement of investment priorities set out in either a business case or detailed delivery plan.

As a result of devolution, North East CA became eligible for the City Region Sustainable Transport Settlement (CRSTS). Following Cabinet approval in July 2024, a business case for CRSTS was submitted to Government, which is awaiting decision. CRSTS is comprised of £132.7m for capital scheme delivery, an uplift of £14.3m for Highways Maintenance and existing funding including £85m of TCF and £331m of Highways Maintenance funds.

Total Fund (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£826.50M	£826.50M	£361.45M	£0M

	Spent	To Spend					
Funding	Previous Years	2024/25	2025/26	2026/27	Spend to Q2 24/25	% Spend to Q2 24/25	Total Allocation
Transforming Cities Fund Tranche 2 (incl. Metro Flow)	£ 160,390,714	£ 24,921,563	£ 9,707,837	£ 3,463,000	£ 171,249,138	86.3%	£ 198,483,104
Active Travel Fund Tranche 2	£ 8,996,347	£ 1,219,653	£ -	£ -	£ 9,916,093	97.1%	£ 10,216,000
Active Travel Fund Tranche 3	£ 1,849,236	£ 14,042,185	£ 11,070,823	£ -	£ 7,326,514	27.2%	£ 26,962,244
Active Travel Fund Tranche 4	£ 773,448	£ 4,229,278	£ 2,200,485	£ -	£ 1,916,375	26.6%	£ 7,203,211
Active Travel Fund Tranche 4E	£ -	£ 1,200,000	£ 3,895,298	£ -	£ -	0.0%	£ 5,095,298
BSIP Capital	£ 551,561	£ 10,851,564	£ 62,153,372	£ -	£ 1,437,130	2.0%	£ 73,556,497
ZEBRA2	£ -	£ 1,477,068	£ 5,908,270	£ -	£ -	0.0%	£ 7,385,338
LUF	£ 1,378,137	£ 16,737,350	£ 1,481,774	£ -	£ 4,103,784	20.9%	£ 19,597,260
CRSTS Capital	£ -	£ 2,932,000	£ 49,087,000	£ 80,692,000	£ -	0.0%	£ 132,711,000
Highways Maintenance *	£ 132,400,000	£ 66,200,000	£ 66,200,000	£ 66,200,000	£ 165,500,000	50.0%	£ 331,000,000
Highways Maintenance Uplift (CRSTS)	£ -	£ 4,763,000	£ 4,763,000	£ 4,763,000	£ -	0.0%	£ 14,289,000
Totals	£ 306,339,443	£ 148,573,660	£ 216,467,859	£ 155,118,000	£ 361,449,033	43.7%	£ 826,498,952

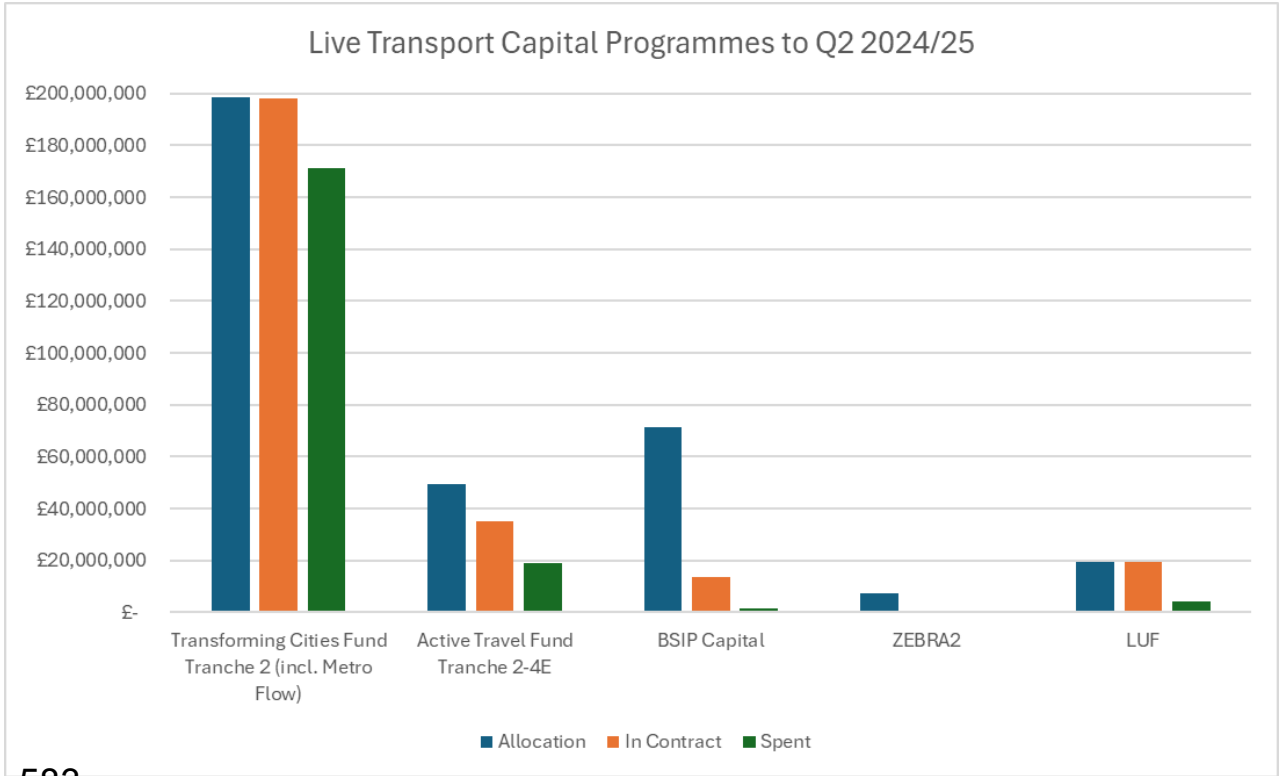
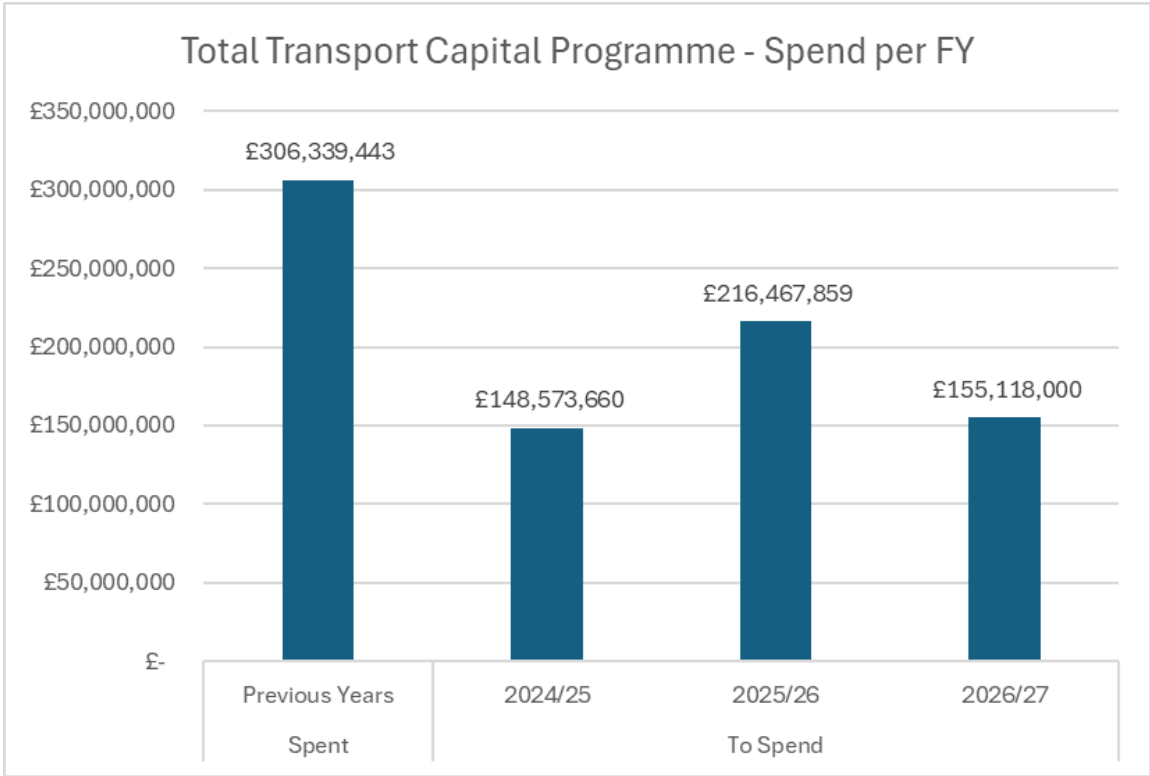




**Current position and key updates**

The visual below left shows the annual forecast expenditure for the overall capital transport programme. With the exception of CRSTS Capital and the Highways Maintenance Uplift where we await Government decision, all other capital funding is confirmed and allocated. The funding within each transport sub-programme is allocated to a programme of schemes, all of which are either in development, in delivery, or delivered.

The visual below right presents the allocation for each of the live programmes, alongside the amount of funding committed in contract, and the amount spent to date. Although the spend to date is low in some instances, business cases are being developed and progressing through assurance, and we are confident that the amount of funding in contract and spent will increase over the coming months. It is worth noting that transport capital spend is paid out on a defrayed basis, and so there is a delay between actual spend on scheme delivery, and spend reported by the CA. The funding In Contract has increased since the last quarter, and will continue to increase over the coming months.





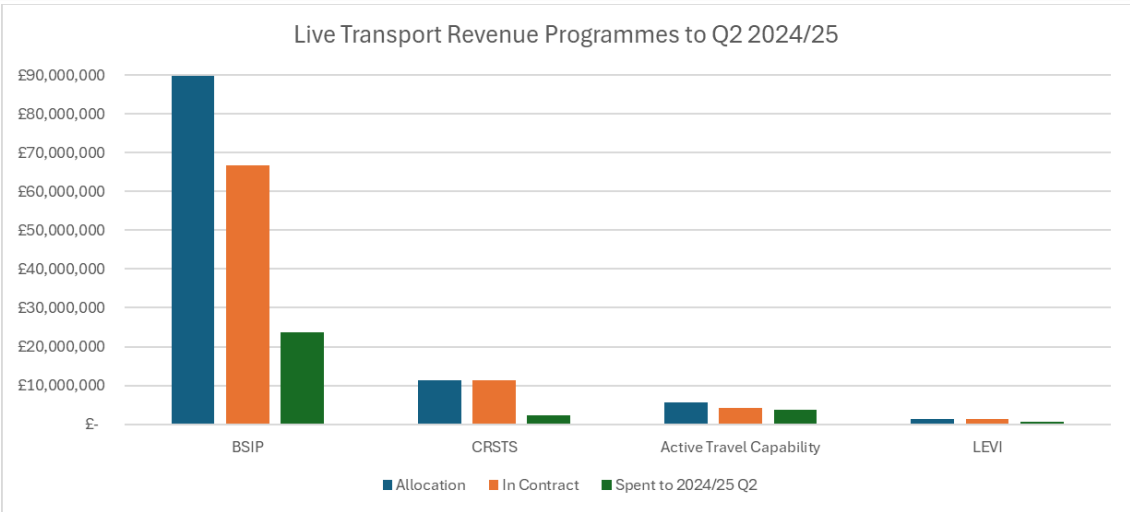
### Transport Revenue overview

North East CA inherited £108.2m of revenue funding from transport programmes previously agreed by the former JTC, including the BSIP revenue programme, CRSTS revenue support, Active Travel Capability Fund, and Local Electric Vehicle Infrastructure (LEVI) revenue support. The table below demonstrates the revenue funding allocated since 2021/22 for these programmes and spend to Q2 of 2024/25. Transport revenue funding is primarily awarded by DfT, with the exception of the Active Travel Capability Fund which is awarded by Active Travel England (ATE). There are specifics to each fund, detailed below:

- BSIP:** The DfT issued BSIP revenue to support the delivery of the programme. The former JTC approved the revenue programme, once the plan had been approved by the DfT. The funding is used to support schemes that will increase bus patronage. The programme is delivered through partner organisations, namely Durham County Council, Northumberland County Council, Nexus, and the bus operators. In the previous update, some Q3 spend was included within the figure, so this has been corrected below to the end of Q2.
- CRSTS:** The DfT issued CRSTS revenue to support the delivery of the capital programme. The former JTC allocated this funding to develop CRSTS propositions, including the production of the business case required to unlock the capital funding, manage, evaluate and assure the programme.
- Active Travel Capability:** ATE grant active travel capability funding in-line with a capability self-assessment process. The funding is used to support the delivery of active travel schemes by providing funding for activities such as scheme design, communications, cycle training, and consultation.
- LEVI:** The CA was awarded £1.437m of resource funding through the LEVI Capability Fund for 22/23-24/25. The funding is to be used by the CA and local authorities to support the development and delivery of the LEVI capital projects and for staffing resource. 24/25 funding is due to be granted to the local authorities shortly.

Total Fund (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£108.24M	£83.77M	£30.61M	£24.50M

Live Transport Revenue Programmes	Allocation	In Contract	Spent to 2024/25 Q2	% Spent
BSIP	£ 89,762,353	£ 66,700,000	£ 23,743,187	26%
CRSTS	£ 11,360,000	£ 11,360,000	£ 2,392,128	21%
Active Travel Capability	£ 5,684,571	£ 4,277,858	£ 3,749,499	66%
LEVI	£ 1,437,000	£ 1,437,000	£ 726,301	51%
Total	£ 108,243,924	£ 83,774,858	£ 30,611,115	



# Transport – Top 5 Risks



Risk	Impacts	Risk Owner	Likelihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Likelihood	Impact	Target Risk Score
<b>Network Resilience:</b> lack of funding availability to ensure resilience of the transport network, including public transport, preserving the movement of people and freight.	Potential for structures and public transport elements falling into disrepair if funding is not available to maintain them.	Jonathan Bailes	A	1	A1	Ongoing discussions with Government, production of a Regional Transport Asset Management Plan and critical infrastructure study, to better understanding needs and pro-actively provide funding reducing whole-life costs and mitigating risk of impacting overall budgets for major interventions	Jonathan Bailes	Ongoing	Open	B	3	B3
<b>Legal capacity:</b> high number of schemes progressing through programmes which will require grant funding agreements and potential legal support from colleagues.	If grant funding agreements aren't progressed quickly, this can delay the delivery of schemes which will have a knock-on impacts on the programme and delivery. Potential impact of funding being spent within the timescales set by government resulting in clawback.	Jonathan Bailes	A	2	A2	Transport Programmes team working with colleagues in Newcastle City Council legal to create a standard GFA template with supporting guidance to minimise support needed going forward. To be shared with scheme promoters to ensure buy in before final version created.	Jonathan Bailes	End of 2024/25	Open	D	3	D3
<b>Funding decisions:</b> Delays in funding decisions from Government, e.g. for the region's City Region Sustainable Transport Settlement (CRSTS).	Delayed funding decisions can result in a delay to scheme development and delivery if the surety of funding isn't available, this would result in a delay to the delivery of the programme. Funding may not be spent within the required timescales of the funding requirements.	Jonathan Bailes	D	2	D2	For CRSTS, development of sub-programmes is continuing while we await the funding decision to ensure delivery can be commenced swiftly. Outcome of funding anticipated by the end of FY 2024/25. Early engagement is taking place through established 'strategic conversation' with DfT to plan for CRSTS2 and Integrated Settlement mitigating risks of delay.	Jonathan Bailes	For CRSTS, end of 2024/25	Open	C	3	E3
<b>Delivering Mayoral Ambition:</b> Availability of funding and capacity to deliver on Mayoral ambition in full.	The full ambition of the Mayoral Manifesto / Mayoral priorities may not be realised if not enough funding is secured for delivery, or if there is a lack of capacity both in terms of delivery and network management.	Tobyn Hughes	D	2	D2	Delivery of Mayoral priorities to be monitored alongside the monitoring of the Transport Pipeline. All funding opportunities to be considered to maximise ability to deliver. Revenue funding available through CRSTS to assist with capacity challenges.	Jonathan Bailes	Ongoing during Mayoral term	Open	D	2	D2
<b>Network management:</b> a number of large projects being delivered and to be delivered in parallel alongside other major works, such as the Tyne Bridge maintenance scheme.	Projects could be delayed if not properly coordinated, or the network could face delays if multiple projects are delivered at the same time. This could result in a negative public reaction and risks reputational damage.	Jonathan Bailes	C	3	C3	The regional Network Managers group oversees coordination of works on the network to minimise disruption and maximise delivery.	Jonathan Bailes	Ongoing	Open	D	3	D3



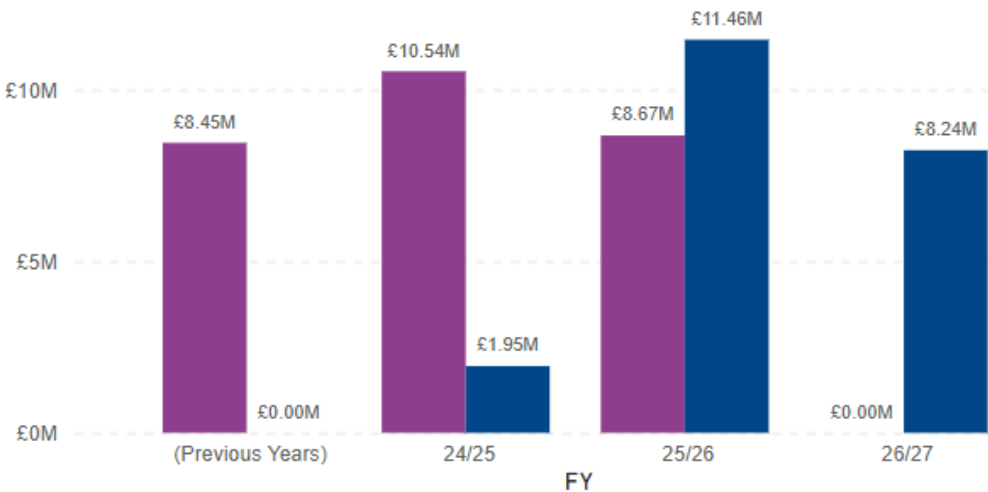
### Current position and key updates

The Brownfield Housing Fund (BHF) total allocation is £49.2m from 2020/21 to 2025/26, of which £49.31m has been committed to projects covering the North and South of Tyne. The programme is forecast to leverage £198.3m of private sector investment. Approved projects are forecasting the creation of 3,093 housing units, in addition to 82.96ha of Brownfield land which will be remediated. There will be a delay before outputs are realised, this reflects the early stage of our intervention which acts as a catalyst in attracting private sector investment to fully regenerate the site. The North of Tyne BHF is due to end March 2025 and the South of Tyne March 2026 (managed as a single programme). The fund is currently c£100k over programmed, however we are confident available funds will be available through forecast attrition against contracted schemes.

Fund Total (£)	NoT Commitment (£)	SoT Commitment (£)	Spend to Date (£)	Uncommitted (£)
£49.21M	£29.46M	£19.86M	£10.89M	-£0.10M

Forecast Expenditure over 5-year Period (Capital)

● North of Tyne ● South of Tyne



Project	Programme	Sum of BHF (£)
Bellingham Mart	BHF North of Tyne	1.37M
Benwell Dene	BHF North of Tyne	3.00M
Chandless	BHF South of Tyne	2.16M
Clasper Village	BHF South of Tyne	3.12M
Commissioners Quay	BHF North of Tyne	0.06M
Ellington Colliery Phase 3 and 4	BHF North of Tyne	1.29M
Farringdown Row	BHF South of Tyne	3.32M
Hadston Industrial Estate	BHF North of Tyne	1.19M
Horden	BHF South of Tyne	4.50M
Kelly's Yard	BHF South of Tyne	1.95M
Lyndon Walk	BHF North of Tyne	0.40M
Moorside Newbiggin	BHF North of Tyne	0.98M
Newbiggin Hall	BHF North of Tyne	0.50M
North Shields Master Plan	BHF North of Tyne	6.39M
Scotswood Phase 2	BHF North of Tyne	2.95M
Scotswood Phase 3, 5, & 5a	BHF North of Tyne	4.64M
Sheepfolds	BHF South of Tyne	4.81M
Social Housing Sites	BHF North of Tyne	1.45M
The Esplanade	BHF North of Tyne	0.38M
Walker Riverside	BHF North of Tyne	4.87M
<b>Total</b>		<b>49.31M</b>

### Forecast Outputs

Area of Brownfield site  
readied for development (Ha)

82.96

Number of New Homes Brought  
Forward

3093

# Brownfield Housing Fund

## Top 5 Risks



Risk	Impacts	Risk Owner	Like-lihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Like-lihood	Impact	Target Risk Score
Inflation and supply chain issues leading to rising costs of projects	Impacting on the ability of BHF projects to deliver on time and within original budget.	Heather Orton	C	3	C3	Projects will be asked to develop robust and detailed costings that include and appropriate level of Contingency and have been asked how they have considered inflation in their cost plans to reduce the likelihood.	Phil Graham	31.03.26	Ongoing	F	2	F2
	Additional pressure on the Brownfield Housing Fund to fill the gap or reputational damage if high value projects are unable to complete.	Heather Orton				The North East CA will not complete the funding agreement until costs have been finalised.	Phil Graham	31.03.26	Ongoing			
						Conditions will be included in GFA that state any cost over runs are the responsibility of the applicant.	Phil Graham	31.03.26	Ongoing			
Projects do not deliver intended housing targets	The programme does not deliver its intended impact and region fails to benefit from the investment.	Heather Orton	C	3	C3	Project Business Cases will be robustly appraised to ensure that the benefits outlined are achievable.	Phil Graham	31.03.26	Ongoing	E	3	E3
						Conditions will be included within the funding agreement that allows for claw back if intended outcomes are not delivered.	Phil Graham	31.03.26	Ongoing			
Insufficient progress in project pipeline	Projects within the BHF pipeline do not move forward at an appropriate rate in order to achieve outputs prior to targeted dates.	Heather Orton	C	3	C3	Early work with local authorities who are confident of sufficient quality in immediate pipeline.	Phil Graham	31.03.26	Complete	E	3	E3
	Delays in pipeline will have knock on effect on project delivery which will impact programme spend profile.	Heather Orton				North East CA have completed a call process which has prioritised projects that are further in the development process and can as such be approved and contracted quickly.	Phil Graham	31.03.26	Complete			
						Continue to review pipeline and plan future project calls depending on perceived risk.	Phil Graham	31.03.26	Ongoing			
						Monitoring meetings to update on progress and levels of risk within contracted projects.	Phil Graham	31.03.26	Ongoing			
						Regular meetings with local authority colleagues during contracting stages of approved projects.	Phil Graham	31.03.26	Ongoing			
Insufficient Resources	Progress towards performance targets will be delayed	Rob Hamilton	C	3	C3	The North East CA have the required experience and knowledge to deliver publicly funded capital programmes and can call in additional resources when required.	Heather Orton	31.03.26	Ongoing	E	3	E3
	Impact on quality of work	Rob Hamilton				Additionally, the North East CA are planning a recruitment process for further project management experience.	Heather Orton	31.03.26	Ongoing			
	Increased audit risk	Rob Hamilton										
	Unable to effectively manage relationships with stakeholders and partners, reputational damage.	Rob Hamilton										
Inflation and supply chain issues leading to the project not being delivered or delayed	Impacting on the ability of BHF projects to deliver on time and within original cost estimates.	Heather Orton	D	3	D3	Projects will be asked to develop robust and detailed costings that include and appropriate level of Contingency and have been asked how they have considered inflation in their cost plans to reduce the likelihood.	Phil Graham	31.03.26	Ongoing	E	3	E3
	Additional pressure on the Brownfield Housing Fund to provide further funding for the projects and could lead to the projects not being completed or delayed if funding is not available.	Heather Orton				The North East CA will not complete the funding agreement until costs have been finalised.	Phil Graham	31.03.26	Ongoing			



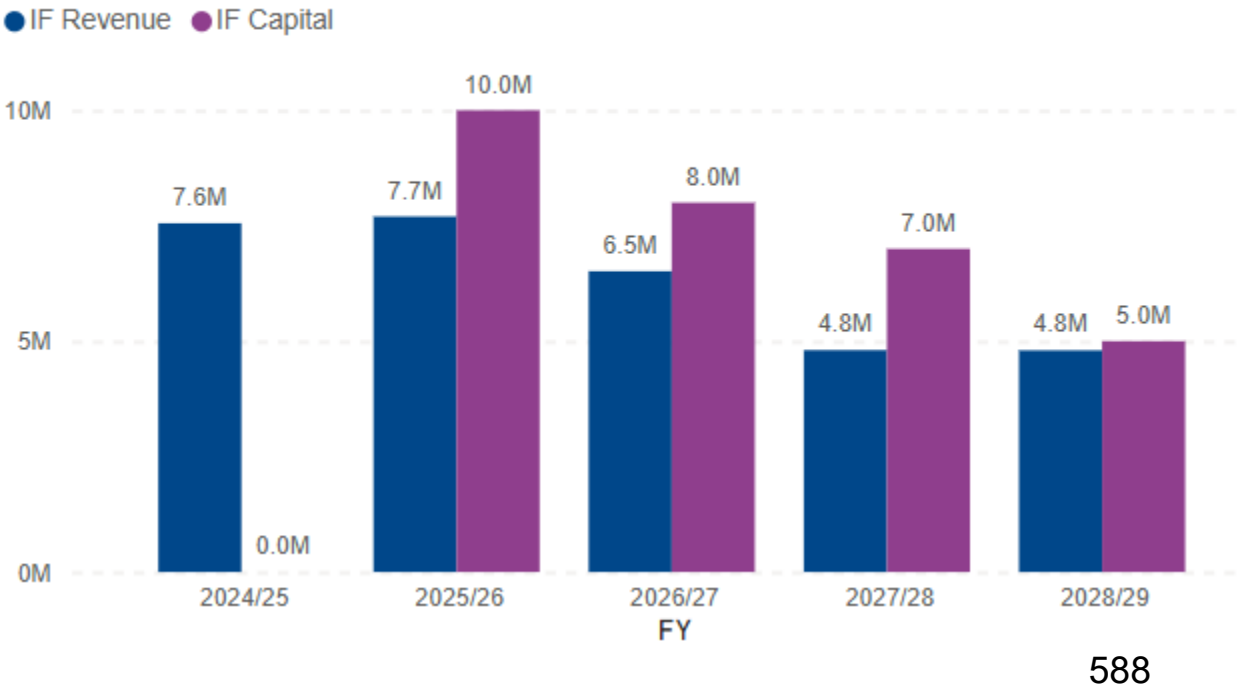


**Current position and key updates**

The North East Devolution Deal affords the North East CA control of a £48 million per year investment fund over 30 years (£34 million revenue and £14 million capital), to be invested by the North East to drive growth and take forward its priorities over the longer term. Over the next 5 years the fund totals £240m with 10% of top sliced for CA running costs. Investment Fund commitment to date is £102.92m across 6 North East CA projects, NTCA legacy commitments and the 10% top slice. Although there has been no spend to date, projects have begun mobilising and we expect to see Q2 spend included in the next iteration of the Performance Pack. Taking into consideration expected slippage the forecast outturn for 24/25 is £6.5m.

Fund Total (£)	IF Commitment (£)	Spend to Date (£)	Uncommitted (£)
£240.00M	£102.92M	£0M	£137.08M

Forecast Expenditure over 5-year Period



Project Title	Sum of IF (£)
Access to Finance	£30,000,000
Child Poverty Prevention	£1,356,500
Commitment to Legacy Investment Fund	£27,340,000
Common Room for the Great North	£130,000
Early Capital Regen Transfer	£14,210,000
Education Improvement	£1,098,411
Investment Fund Top Slice	£24,000,000
Mayor's Opportunity Fund	£1,000,000
North East Screen Industries Partnership (NESIP)	£3,787,966
Total	£102,922,877

Forecast Outputs	
Number of Residents Who Have Received a Direct Intervention in Line With the Aims of the Programme	Direct Jobs Created
1,700	2,924
Number of Enterprises Receiving Support	Leverage Raised (£)
648	£99M



## Current position and key updates

In May 2024, the North East Combined Authority Cabinet agreed that the formal decisions which the former North East Combined Authority and the former North of Tyne Combined Authority made be treated as decisions of the Authority. As a result of this, several NTCA Investment Fund projects remain in delivery and make up the NTCA Legacy Investment Fund programme. The programme is funded through £40.44m of NTCA IF carried forward from 23/24 and £27.34m committed from North East CA IF. From May 2024 there were 96 live projects with a total value of £67.78m (spend from May 2024 onwards), spend to date is £10m. Spend is committed up to 31 March 29 however, the majority of expenditure (c£33m) is forecast for this financial year with a tiered reduction across future years as legacy activity completes. The visuals below show actual outputs achieved against their contracted totals across a number of key metrics.

Fund Total (£)

**£67.78M**

IF Commitment (£)

**£67.78M**

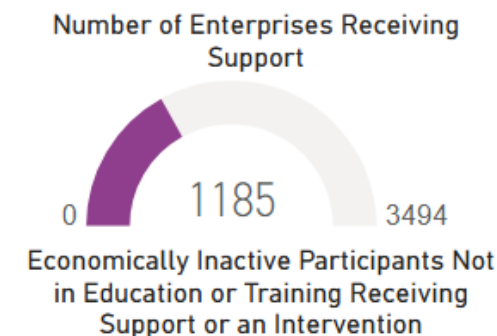
Spend to Date (£)

**£10M**

Uncommitted (£)

**£0.00M**

Project	Remaining Funding to be Claimed from May '24 Onwards
Venture North	£9.90m
Northumberland Line - Newsham Bridge	£5.00m
North Bank of the Tyne Walker Quay P2	£3.44m
Howdon Yard	£2.82m
Newcastle Central Station Refurbishment	£2.50m
North East Screen Industries Partnership	£2.37m
Ageing Intelligence and the Internet of Caring Things	£2.25m
Inward investment fund Remaining	£2.13m
Child Poverty Prevention Programme	£2.08m
Energy Central Learning Hub (ECLH)	£2.00m
Northumberland Small Business Service (NSBS)	£1.96m
Technology Development Centre (OREC)	£1.63m
Towns and High Streets Innovation Programme - North Tyneside	£1.59m
Towns and High Streets Innovation Programme - Northumberland	£1.57m
Towns and High Streets Innovation Programme - Newcastle	£1.52m
CCZ - Northumberland	£1.51m
Social Finance Fund (Flexible Social Finance)	£1.45m
Culture & Creative Zone - North Tyneside	£1.36m
Education Improvement Programme	£1.30m
CCZ- Newcastle (new name: Creative Central: Newcastle)	£1.07m
Other Remaining Projects	£18.25m
<b>Total</b>	<b>£67.78m</b>

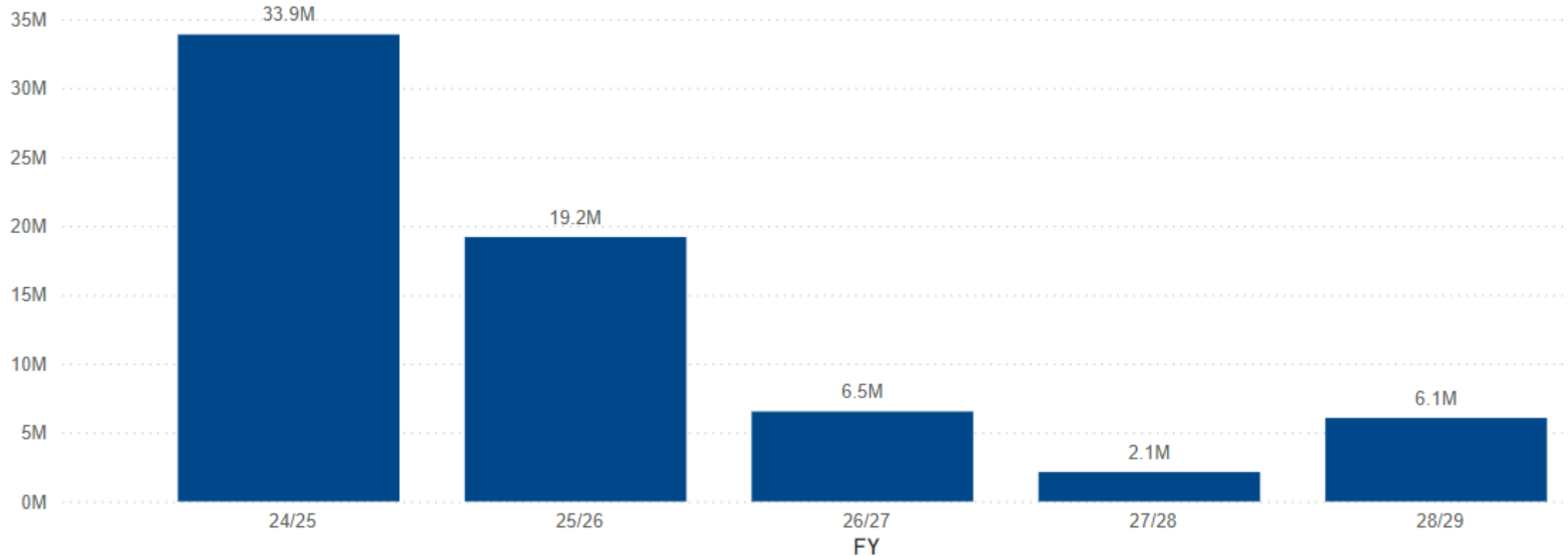




## Current position and key updates

For 24/25 there is a current forecasted outturn of £33.9m. When this figure is risk-adjusted to account for expected attrition, we are forecasting an outturn for this financial year of circa £28m.

Forecast Spend by FY



# Investment Fund – Top Risks



Risk	Impacts	Risk Owner	Like-lihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Like-lihood	Impact	Target Risk Score
Insufficient capacity and skills within the Combined Authority and delivery organisations to ensure projects are developed to a high quality and meet assurance requirements	Financial and reputational consequences for the CA if projects are ineligible or funding later results in clawback.	Henry Kippin/ Mags Scott/ Tracey Elvin	C	2	C2	Ownership and regular review by SLT of the CA's approach to people planning	Tracey Elvin	Ongoing	Open	D	3	D3
	Delayed delivery of projects and reduced impact of NECA investments.					Chrisi Page	Ongoing	Open				
	Recruitment - to fill identified capacity needs and backfill vacant posts					Mags Scott	Ongoing	Open				
Inflation and supply chain issues leading to rising costs of capital projects	Inability for projects to deliver on time or within original budget	Mags Scott	C	3	C3	Embedding checks and balances into the single assurance framework to accommodate for inflation risks	Chrisi Page	Ongoing	Open	C	3	D3
	Additional pressure on Investment Fund to fill the gap					Chrisi Page	Ongoing	Open				
	Reputational damage if high value capital projects are unable to complete.					Chrisi Page	Ongoing	Open				
Poor performance of contracted projects	Failure to meet targets in terms of spend and outputs	Mags Scott	D	2	D2	Quarterly monitoring of project progress including spend and milestones	Chrisi Page	Ongoing	Open	D	4	D4
	Reputational damage					Chrisi Page	Ongoing	Open				
	Reduced impact of North East CA investments					Chrisi Page	Ongoing	Open				
Delivery priorities don't align with the devolution deal, North East CA Corporate Plan or Local Growth plan	Reputational damage if ambitions within the deal are not progressed.	Henry Kippin	E	2	E2	Development and implementation of a performance management framework to track progress against strategic ambitions including devolution commitments.	Jen Robson	Ongoing	Open	E	3	E3
	Stakeholders and partners lose confidence in the North East CA.					Rob Hamilton/ Adrian Doherty	Ongoing	Open				
	Risk of not delivering on North East CA's strategic ambitions					Embedding checks and balances into the single assurance framework to ensure investment proposals align to our strategic ambitions.	Chrisi Page	Ongoing	Open			
						Development of North East CA Strategic plans and Frameworks	Henry Kippin	9/30/2025	Open			



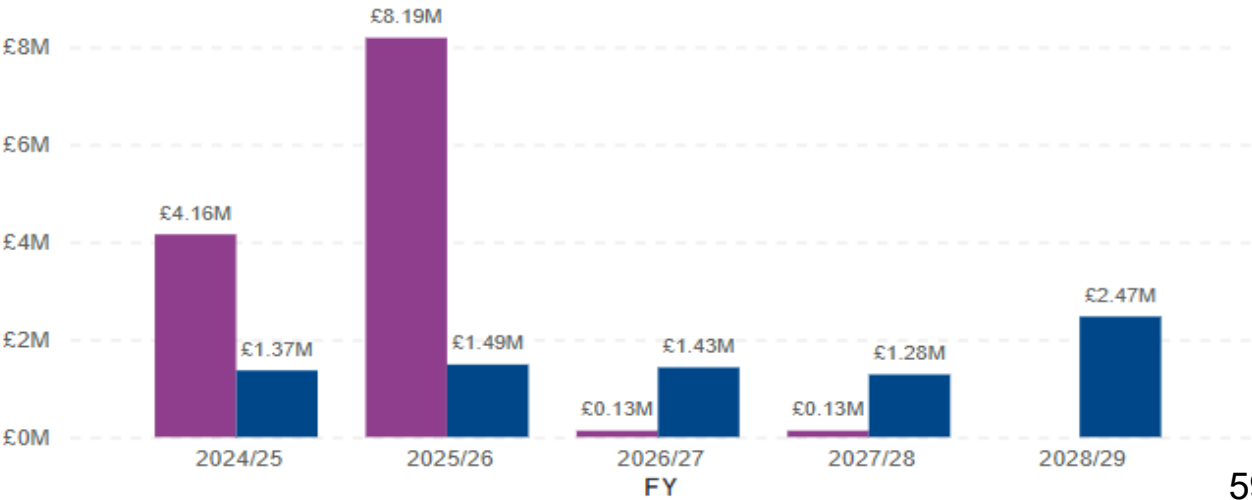
**Current position and key updates**

Investment Zones (IZs) were announced in the Spring Budget 2023 to catalyse the development of high-potential clean energy and green manufacturing clusters with total Government support of £160 million over the next 10 years. The North East has agreed a funding profile for the first 5 years of the IZ (£33m Capital and £22m Revenue), and the 10 year programme is expected to leverage £3bn investment and create more than 4,000 jobs. The main aim is to boost productivity and growth with Investment Zones designed to harness local sector strengths to increase inward investment and create jobs on designated sites. Work has been undertaken in collaboration with LA's, Universities, Catapults and businesses to develop the pipeline; two proposals have been approved to date, with the Energy Central Institute (£5.5m) to be considered at February FIB. A further 3 proposals (with a total value of c. £17m) are due to come forward in the next 12-18 months.

Fund Total (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£55.00M	£20.95M	£3K	£34.05M

**Forecast Expenditure over 5-year Period**

● IZ Capital ● IZ Revenue



Project Title	Sum of Inv. Zones (£)
NETPark Phase 3a - Innovation, Infrastructure & Enabling Works	£11,255,709
MADE North East	£9,698,882
<b>Total</b>	<b>£20,954,591</b>

Number of Enterprises  
Receiving Non-Financial  
Support

**115**

Amount of commercial space  
created or improved (m2)

**14K**

Number of Trainees Completing  
New or Improved Vocational  
Training Course

**624**

Amount of land reclaimed,  
remediated or rehabilitated  
(m2)

**51K**



# Investment Zones – Top 5 Risks



Risk	Impacts	Risk Owner	Like-lihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Like-lihood	Impact	Target Risk Score
Underperformance of IZ Intervention Sites - Global economic factors, sector-specific or site-specific challenges result in underperformance of tax and BRR sites as anticipated inward investment does not materialise	Failure to meet forecast retained outputs and outcomes, and retained business rates. Potential reputational damage as well as reduced impact in IZ area.	Rob Hamilton	C	3	C3	The selected Intervention sites all have a strong pipeline of inward investment enquiries. The IZ flexible funding will be used to accelerate projects in line with the IZ priority sectors that can deliver within the IZ timeline.	Paul Carbert	Ongoing	Open	C	4	C4
Despite the combined package of IZ incentives and national Net Zero strategies, investment in offshore wind manufacturing, operations, and supply chains is lower than expected on the IZ sites	Failure to meet forecast outcomes for jobs created and private sector investment, reduced impact on the Blyth and Tyne IZ sites and wider region, and negative impact on regional Net Zero ambitions	Rob Hamilton	C	3	C3	Ongoing co-ordination between Local Authorities, NECA, sector bodies and businesses, DBT and OfI on promotion of the sites to inward investors in the offshore wind sector. A combined package of support, including IZ resources on skills, infrastructure and innovation will be mobilised to improve the competitiveness of the offer to global inward investors.	Paul Carbert	Ongoing	Open	C	4	C4
A combination of regional, national, and global economic factors has a detrimental impact on the competitiveness of the IZ offer for the automotive, battery, space and defence manufacturing sectors and supply chains, resulting in lower than expected investment into the IZ sites	Failure to meet forecast outcomes for jobs created and private sector investment, reduced impact on the IAMSS and NETPark sites and wider region	Rob Hamilton	C	3	C3	Ongoing co-ordination between Local Authorities, NECA, sector bodies and businesses, DBT and OfI on promotion of the sites to inward investors in the advanced manufacturing sector. A combined package of support, including IZ resources on skills, infrastructure and innovation will be mobilised to improve the competitiveness of the offer to global inward investors.	Paul Carbert	Ongoing	Open	C	4	C4
Inflation and supply chain issues leading to rising costs of capital projects	Impacting on the ability of capital projects to deliver on time and within original budget. This could lead to additional pressure on NEMCA funds to fill the gap, fewer projects supported or reputational damage if high value capital projects are unable to complete.	Rob Hamilton	D	3	D3	Risk of cost inflation to be highlighted at project approval and initiation meetings, consideration to be made to including conditions requiring funding recipients to meet cost increases.	Paul Carbert	Ongoing	Open	D	3	D3
Insufficient resources to deliver programme - Lack of required resources to operationalise the programme at pace required to meet investment timelines.	Progress towards performance targets will be delayed, impact on quality of work, increased audit risk, unable to effectively manage relationships with stakeholders, reputational damage	Rob Hamilton	D	3	D3	NECA can utilise experience and knowledge of delivering publicly funded capital programmes, and can call in additional resources when required. NECA to review capacity requirements and use of IZ funding on administration costs, and undertake recruitment as necessary	Carolyn Clayton	Ongoing	Open	D	4	D4



### Current position and key updates

The early Capital Regeneration Programme totals £69m and includes £20m allocated by DLUHC in December 2022 as part of the devolution deal negotiations, the additional £35m for development of the Crownworks Studio site, Forth Yards and Health and Innovation Neighbourhood and £14m of IF allocated by NTCA in September 2023. The pipeline of capital activity was agreed in September 2023 with 2 Newcastle Creative Central projects still to come forward for final consideration in line with the Single Assurance Framework. A total of £67m of leverage is expected in respect of these proposals. Contracting has taken longer than originally anticipated, a number of projects have undertaken delivery at risk. Project claims are expected in Q3 & 4 however it is anticipated the final outturn for 24/25 will be c£25m.

Commitment (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£68.97M	£65.25M	£0M	£3.72M

Forecast Expenditure over 5-year Period (Capital)



Project Title	Primary Fund	Sum of NECA Total
Blyth Culture Hub & Market Place	Early Capital Regen	£2,500,000
Durham Aykley Heads	Early Capital Regen	£9,200,000
Forth Yards Enabling Works	Trailblazer	£4,999,063
Gateshead Quays	Early Capital Regen	£3,500,000
Health Innovation Neighbourhood	Trailblazer	£5,000,000
NETPark Phase 3	Early Capital Regen	£10,700,000
Newcastle Boho Arts	Early Capital Regen	£523,000
North Shields Town Centre Public Realm	Early Capital Regen	£3,300,000
Sunderland Riverside	Trailblazer	£25,000,000
Tyne Theatre & Opera House Grand Saloon Phase 1	Early Capital Regen	£527,252
<b>Total</b>		<b>£65,249,315</b>

Area of Brownfield site readied for development (Ha)	Forecast Outputs Number of New Homes Brought Forward	Direct jobs created
57.00	519	44

# Early Capital Regen Top 5 Risks



Risk	Impacts	Risk Owner	Like- lihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Like- lihood	Impact	Target Risk Score
Inflation and supply chain issues leading to rising costs of Project	Impacting on the ability of Capital Projects to deliver on time and within original cost estimates. This could lead to additional pressure on the applicants to ask for additional funding from North East CA or elsewhere.	Heather Orton	C	3	C3	Projects will be asked to develop robust and detailed costings that include and appropriate level of Contingency and have been asked how they have considered inflation in their cost plans to reduce the likelihood.	Phil Graham	31.03.25	Ongoing	F	2	F2
						The North East CA will not complete the funding agreement until costs have been finalised.	Phil Graham	31.03.25	Ongoing			
						Conditions will be included in GFA that state any cost over runs are the responsibility of the applicant.	Phil Graham	31.03.25	Ongoing			
Insufficient progress in project pipeline	Delays in pipeline will have knock on effect on project delivery which will impact the programmed profile.	Heather Orton	C	3	C3	North East CA have completed a call process which has prioritised projects that are further in the development process and can as such be approved and contracted quickly.	Phil Graham	31.03.25	Complete	E	3	E3
						Additionally, the pipeline has included an additional £14m worth of projects utilizing the North East CA investment fund.	Phil Graham	31.03.25	Ongoing			
Insufficient Resources to deliver Programme	Progress towards performance targets will be delayed	Rob Hamilton	C	3	C3	The North East CA have the required experience and knowledge to deliver publicly funded capital programmes and can call in additional resources when required.	Heather Orton	31.03.25	Ongoing	E	3	E3
	Impact on quality of work	Rob Hamilton				Additionally, the North East CA are planning a recruitment process for further project management experience.	Heather Orton	31.03.25	Ongoing			
	Increased audit risk	Rob Hamilton										
	Unable to effectively manage relationships with stakeholders and partners, reputational damage.	Rob Hamilton										
Project do not deliver in line with contracted profiles	Delays in delivery will have an impact on the overall programmed spend profiles and key milestone dates.	Heather Orton	D	3	D3	North East CA have completed a call process which has prioritized projects that are further in the development process that can deliver in line with spend milestones.	Phil Graham	31.03.25	Complete	E	3	E3
						Appropriate conditions will be included in funding agreements to ensure projects spend in line with agreed profiles.	Phil Graham	31.03.25	Ongoing			
						Additionally, the North East CA have developed a pipeline over the £20m Capital Funding with £14m Investment Fund and will prioritize the £20m Capital Fund to ensure its spend by March 2025.	Phil Graham	31.03.25	Ongoing			
Projects do not secure planning/statutory permissions required	Projects will stall/not be delivered leading to the programme not delivering spend targets and intended benefits not being delivered.	Heather Orton	D	3	D3	Projects have been added to the pipeline that are further along in the development process and have secured or in advance stages of securing the required planning and conditions.	Phil Graham	31.03.25	Ongoing	E	3	E3
						Project funding will be on the basis of securing the required planning/conditions and agreements will be appropriately conditioned.	Phil Graham	31.03.25	Ongoing			

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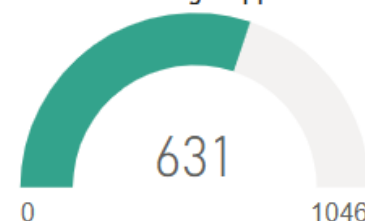
## Current position and key updates

The UK Shared Prosperity Fund was introduced with the primary goal of building pride in place and increase life chances across the UK. This report covers the current 3-year programme running from April 2022 to March 2025, additional funding for 25/26 was announced in December. The North of Tyne Combined Authority were the original accountable body for this programme, so delivery for this programme is only in the North of Tyne area. To date, 62 projects have been approved, 11 of which were funding swaps to NTCA Investment Fund projects. The fund totals £48.25m, of which £48.39m has been allocated to projects. The spend to date for this programme is £19.9m, which leaves 49% of the total fund to be claimed in the final 2 quarters of delivery. This programme has seen significant slippage, leading to 84% of the total funding forecasted to be claimed in the final year. At the January Finance and Investment Board, the North East Fund project was approved (£3m), this investment will absorb underspend within this programme to ensure the entire funding allocation is utilised. A level of over programming is also included within current commitments to mitigate against forecast attrition and maximise funding within the region.

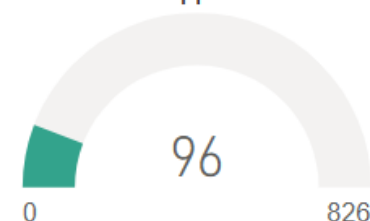
Total Fund (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£48.25M	£48.39M	£19.90M	-£0.15M

Project	Value
The North East Fund	3.00m
Northumberland Small Business Services (NSBS)	2.85m
In-TUNE	2.75m
Grant Management - DPS Lot 1	2.50m
Culture & Creative Investment Programme 2 (CCIP)	2.09m
Rural Asset Multiplier Project	2.04m
TIGGOR Phase 2	1.75m
Wise Group Relational Mentoring	1.62m
High Streets and Towns Programme - Newcastle	1.59m
Community Partnerships - Newcastle	1.50m
Community Partnerships - Northumberland	1.50m
Community Partnerships - North Tyneside	1.50m
Scale Up Support - DPS Lot 4	1.49m
Works4U	1.49m
Open Doors Beyond Barriers	1.20m
High Streets and Towns Programme - North Tyneside	1.14m
Volunteering and Social Action Programme	1.03m
Solid Foundations	1.00m
DPS Lot 2 Start Up Support	1.00m
Other projects <£1m	15.29m
<b>Total</b>	<b>48.39m</b>

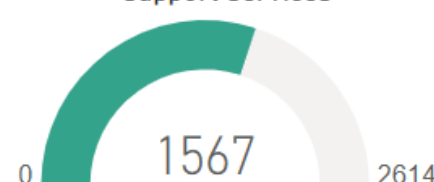
Number of Organisations  
Receiving Support



Jobs Created as a Result of  
Support



Number of economically inactive  
people engaging with keyworker  
support services



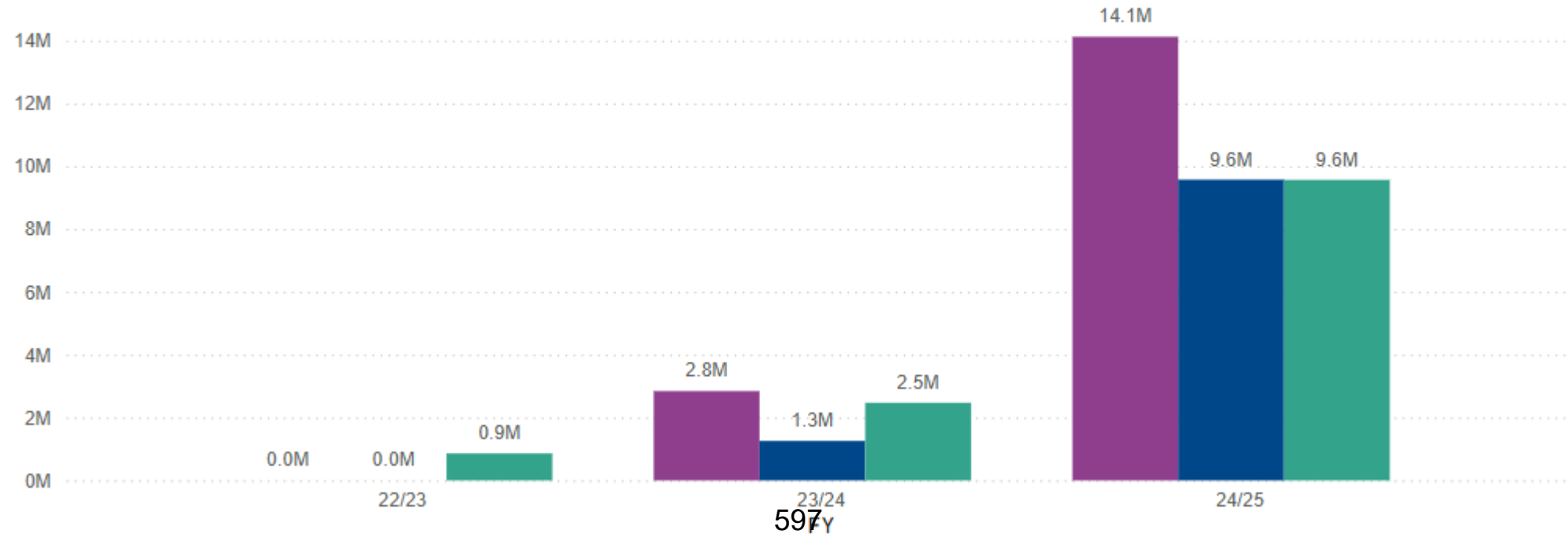
# UK Shared Prosperity Fund



Total Fund (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£48.25M	£48.39M	£19.90M	-£0.15M

## UKSPF Spend

Local Business People & Skills Communities & Place





# UK Shared Prosperity Fund – Top 5 Risks



Risk	Impacts	Risk Owner	Like-lihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Like-lihood	Impact	Target Risk Score
Resources not available to adequately manage the requirements of the UKSPF leading to further pressure on existing resources	Increased pressure on existing resources	Rob Hamilton /Mags Scott	D	1	D1	Resourcing to be standard agenda item at Programme Board Meetings.	Mark Stamper	Ongoing	Open	E	2	E2
	Programme not managed efficiently leading to performance issues					Regular Programme Board meetings to manage programme performance and delivery.	Mark Stamper	Ongoing	Open			
The time frame for the UKSPF is not sufficient for projects to be delivered and spend as per yearly requirements	UKSPF is not spent by programme deadline and funding is lost to the region.	Mark Stamper	D	2	D2	Delivery Plan sets out projects to be brought forward. Programme Board to be informed of ongoing progress and the impact on delivery timeframes.	Mark Stamper	Ongoing	Open	E	1	E1
						Contingency plans for underspends developed and actioned.	Mark Stamper	Jan-25	Complete			
Approved projects do not perform as per terms of funding agreement	Financial and output/outcome targets to Government are not met leading to reputational damage for the CA.	Mark Stamper/Chrisi Page	D	2	D2	Each project to have detailed Project Initiation Meeting (PIM) which goes through terms and conditions. Specific UKSPF compliance points will be picked up as part of these meetings. Claims process to request updates against specific conditions and monitor performance.	David Braithwaite -Wilson	Ongoing	Open	D	3	D3
						Theme Leads to have regular catch ups with high risk projects to proactively review spend profiles.	Mark Stamper	Ongoing	Open			
The time frame to deliver UKSPF is not sufficient for projects to adequately apply for funding	Condensed delivery periods could reduce value for money and outcomes	Mark Stamper	D	2	D2	Call specifications to set out compliance requirements and appraisals to fully test the realism of expenditure profiles and delivery plans.	Mark Stamper	Ongoing	Open	F	2	F2
The real time availability of management information and data hampers ability to manage risks dynamically	Delays in taking action to improve performance and/or reallocate funding.	Mark Stamper/Chrisi Page	D	2	D2	Ongoing work to automate data dashboards and improved communication between PAT and Theme Leads.	David Braithwaite -Wilson	Ongoing	Open	E	2	E2



## Current position and key updates

The North East Devolution Deal includes a fully devolved Adult Skills Fund of circa £69.7m per annum (academic year Sep-Aug), this includes a ringfenced allocation for the delivery of a Level 3 Adult Skills offer 'Free Courses for Jobs'. The allocation for academic year 2024-25 (1st August 2024 to 31st July 2025) has been fully committed via grant funding agreements with 20 adult education providers and procured Contract for Services with 25 adult education providers. The below visuals are populated with data up to the end of November 2024, and illustrate spend against Grant Funding Agreements, Contract for Service and Level 3 Free Courses for jobs commitments. The outputs (below right), are the actual starts on programmes achieved to date against the total contracted starts. The blue line shows the profiled total as of the end of November 2024. Delivery is being closely monitored and reconciliation points are planned throughout the year with the option available to redistribute funds if required to maximise the impact of the programme within the region.

Fund Total (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£69.71M	£69.71M	£20.00M	£0M

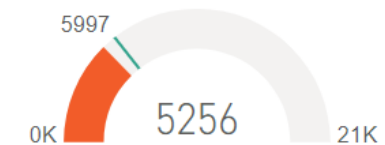
Devolved Adult Skills Fund Spent to Date vs Committed



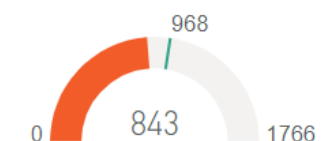
Adult Skills Grant Funding Agreements - Reported Starts against Contracted Figures



Adult Skills Contracts for Service - Reported Starts against Contracted Figures



Level 3 Free Courses for Jobs- Reported Starts against Contracted Figures



# Skills – Devolved Adult Skills Fund

## Top 5 Risks



Risk	Impacts	Risk Owner	Like-likelihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Like-likelihood	Impact	Target Risk Score
Commissioned provision does not address skills needs\ strategic priorities.	The region is not seeing the impact or benefitting from the ASF delivery. Residents unable to access the skills they need including statutory entitlements and provision in growth sectors.	Michelle Stone	D	2	D2	Analysis and monitoring takes place on a monthly basis to ensure provision being delivered matches with delivery plans supplied by providers and approved by RCM prior to delivery commencing.	RCMs	ongoing	open	E	3	E3
Data transfer - any GDPR breach for learner information if data not stored or transferred correctly.	Data breach of learner information which would be classed as personal sensitive. Any breach of commercially sensitive information.	Michelle Stone/ Dawn Simpson	D	2	D2	Secure data transfer system in place with Teams. All providers supported in understanding Teams and registration has limits for key roles. Teams has individual folders with limited access to named staff within individual organisations.	Data and Policy Officer/ Programme Support	ongoing	open	E	2	E2
Unable to sustain internal assurance checks on provider data/learner information due to capacity in the team.	Impact on quality of the provision and residents experience. Unable to address issues and work with provider to correct.	Michael Humes	D	2	D2	Data is subject to a desk top audit monthly and where issues highlight on quality of provision fuller audits will take place.	Data and Policy Officers/ Lead RCM	ongoing	open	E	2	E2
Increased funding spend on ESOL delivery and continued feedback that demand is greater than supply.	Insufficient delivery to meet demand despite large proportion of budget allocated to provision.	Michael Humes	D	2	D2	ESOL forums arranged with providers to discuss delivery model and provision demand.	Data and Policy Officer/ Lead RCM	ongoing	open	D	3	D3
Introduction of Tailored Learning which has replaced community learning and non regulated provision.	Confusion in the sector on what the actual impacts maybe in this national change to delivery/provision. Impact not fully understood for this AY 2024-25.	Michelle Stone	C	3	C3	Supported offered to impacted providers to ensure delivery plans reflected new requirements.	RCMs	ongoing	open	C	4	C4

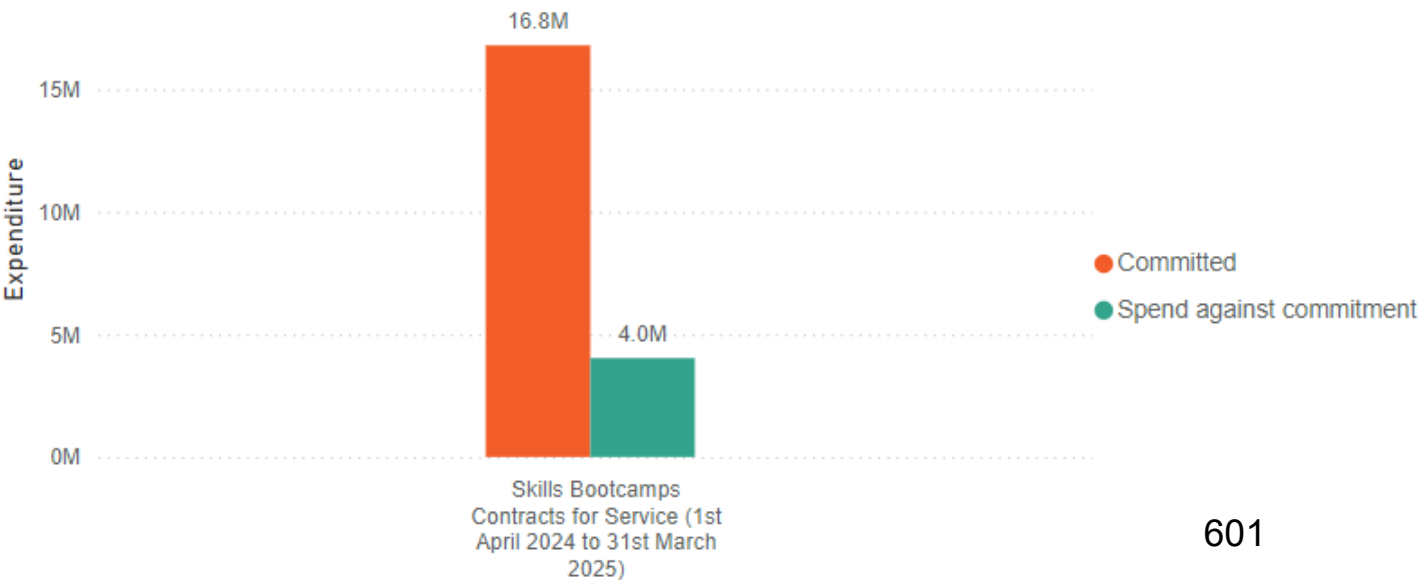


**Current position and key updates**

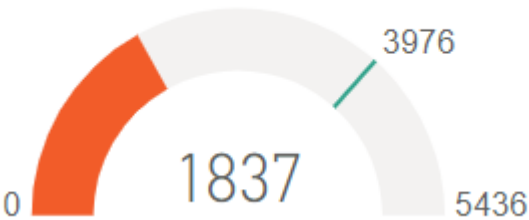
The North East Combined Authority secured Grant Funding of circa £18m from the Department for Education for the delivery of Skills Bootcamps across the North East region during the financial year 2024-25. This allocation has been fully committed via procured Contracts for Services awarded to 23 organisations and includes a £1.2m admin allocation. The below visuals are populated with data up to the end of November 2024 and illustrate spend against the committed allocations on the left, and actual starts on programme achieved to date against total contracted starts on the right. The blue line shows the profiled total as of the end of November 2024. The spend against commitment appears low at this point as providers are paid against completion of milestones, spend will accelerate from December onwards as further milestones such as achievements are added. Payments for Skills Bootcamp milestones will continue beyond the contract period 31 March 2025 to claim outcomes, therefore forecasted spend to the end of this financial year is currently predicted as £8m with the remainder of the funds claimed in FY 2025-26. Delivery is being monitored closely; a number of reconciliations have been undertaken in November/December 24 and a request to redistribute this reconciled. funding will be submitted in January 2025 through the scheme of delegation in place for Skills Bootcamps.

Fund Total (£)	Commitment (£)	Spend to Date (£)	Uncommitted (£)
£18.00M	£18.00M	£4.03M	£0.00M

Skills Bootcamps Spend to Date vs Committed



Skills Bootcamps - Reported Starts against Contracted Figures



# Skills – Skills Bootcamps

## Top 5 Risks



Risk	Impacts	Risk Owner	Like-likelihood	Impact	Current Risk Score	Controls	Control Owner	By When	Status	Like-likelihood	Impact	Target Risk Score
Implementation of Wave 6 delivery could be delayed due to unconfirmed allocation.	Delays in contract extensions for Wave 5 providers and unable to fully allocated the fund for the 1st April 2025.	Michelle Stone/Michael Humes/Dawn Simpson	C	2	C2	Discussion ongoing with current Wave 5 providers about potential contract extensions so some provision will be available from 1st April. Procurement team aware of workplan for new call off and timeline of the activity.	RCMs/ Programme Officers/Dawn Simpson	ongoing	open	C	3	C3
Commissioned provision does not address skills needs\ strategic priorities.	The region is not seeing the impact or benefitting from the SBC investment. Residents unable to access the skills they need in growth sectors.	Michelle Stone	D	2	D2	Analysis and monitoring takes place on a monthly basis to ensure provision being delivered matches with delivery plans supplied by providers and approved by RCM prior to delivery commencing.	RCMs	ongoing	open	E	3	E3
Unable to sustain internal assurance checks on provider data/learner information due to capacity in the team.	Impact on quality of the provision and residents experience. Unable to address issues and work with provider to correct.	Michael Humes	D	2	D2	Data is subject to a desk top compliance monthly and where issues highlight on quality of provision fuller audits will take place.	Data and Policy Officers/Programme Officer/ Lead RCM	ongoing	open	E	2	E2
Data transfer - any GDPR breach for learner information if data not stored or transferred correctly.	Data breach of learner information which would be classed as personal sensitive. Any breach of commercially sensitive information.	Michelle Stone/Dawn Simpson	D	2	D2	Secure data transfer system in place with Teams. All providers supported in understanding Teams and registration has limits for key roles. Teams has individual folders with limited access to named staff within individual organisations.	Data and Policy Officer/ Programme Support/RCMs	ongoing	open	E	2	E2
Providers unable to fulfil the terms and conditions of their contract	Impacts on SBC delivery / provision for residents. Also impact on overall budget/allocation management and learner enrolments.	Michelle Stone	C	3	C3	Providers are required to provide delivery profiles detailing target learner starts and this is reviewed at the provider contract meetings.	RCMs	ongoing and agreed performance points.	open	E	3	E3



**Title:** North East CA Adult Skills  
**Report of:** Charlotte Carpenter, Director of Skills, Inclusion and Public Service Reform  
**Portfolio:** Education, Inclusion and Skills

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## Report Summary

The purpose of this report is to provide an update on provision that has been delivered through the North East Combined Authority (North East CA) devolved Adult Skills Fund (ASF) and Skills Bootcamp funding for the 6-month period from 1 August 2024 to 4 February 2025. The report also sets out a proposed approach to allocating the ASF and Skills Bootcamp funds in financial year (FY) 2025-26, and requests Cabinet approval to proceed as recommended.

The North East CA's devolved ASF and Skills Bootcamp funds are a key part of realising the Mayor and Cabinet's missions set out in the Corporate Plan, particularly the ambition to make the North East the 'home of real opportunity'. Skills delivered through the funds are supporting residents to capitalise on good quality new jobs and opportunities in our growing sectors including the foundational economy, at the same time as tackling the challenges facing our labour market. The programmes play a crucial role in achieving our ambitions to deliver a more prosperous, greener, inclusive economy, providing good work for all our residents and the right conditions for our businesses to thrive.

In the first 6-month period of the academic year (AY) 2024-25 the devolved ASF has supported 23,014 residents who have engaged in over 49,000 learning opportunities. Over 13,500 qualifications have been completed and achieved since the start of the academic year, data received to January 2025 reveals that over 1300 residents have entered into employment as a direct result of participating in ASF provision.

The North East CA's Skills Bootcamp programme, launched in June 2024, has trained over 2,200 residents in key growth sectors, with 700 completions leading to 400 job placements, 224 in-work advancements, and 90 self-employed individuals securing new contracts.

In February 2025, the North East CA received confirmation from the Department of Education (DfE) that government funding for the ASF had been reduced due to fiscal pressures. As a result, all Mayoral Combined Authorities (MCAs) will receive a devolved ASF allocation reduced by circa 2-3% compared to 24/25.

The North East CA's ASF funding letter received in February confirmed that the devolved ASF allocation for AY 2025-26 will be £67,440,782. This includes a £4,440,241 allocation for a Level 3 Free Courses for Jobs offer. This represents an overall reduction of £1,886,117 (2.8%) from the allocation of £69,326,899 received in AY 2024-25. North East CA officers have been exploring a number of options for Cabinet's consideration in relation to the management of the reduced ASF funding and allocations to providers in AY 2025-26. The options and recommended approach are set out in this report.

DfE have also confirmed the North East CA's Skills Bootcamp funding for FY 2025-26 as £27,385,121; an increase of £9 million on the previous financial year. This funding is subject to robust DfE monitoring of key performance indicators and the allocation is drawn down on a payment by results model. Recommendations related to the mobilisation of this fund are also set out in this report.

## Recommendations

Cabinet is recommended to:

1. Note the progress that has been made on the delivery of the Devolved Adult Skills Fund (ASF) from 1 August 2024 and the North East CA's Skills Bootcamp programme from 1 June 2024.

- 1.1 Approve the proposal set out in paragraph 4.2 of this report that current Grant Funding agreements and Contract for Service in place for ASF funding in AY 2024-25 be extended for one year and providers receive an allocation for AY 2025-26 with a 2.8% reduction applied to core ASF delivery. This would result in 20 Grant Funding Agreements with an overall value of £48,041,216, and 25 Contracts for Service with an overall value of £14,268,173.
- 1.2 Approve the proposal set out in paragraph 7.1 of this report that current Contracts for Service in place with providers for the delivery of Skills Bootcamps for FY 2024-25 be extended for a further financial year FY 2025-26. Extensions to the current Contracts for Service will utilise £16,673,259 of the £27,385,121 allocation.
- 1.3 Approve the proposal set out in paragraph 7.3 of this report to procure the remaining £9,350,498 of the FY 2025-26 Skills Bootcamp allocation by holding a mini competition for suppliers on the Adult Skills Procurement Framework in line with agreement made at November Cabinet.

## **A. Context**

### **1. Background**

- 1.4 The North East CA's Devolution Deal includes a fully devolved ASF for AY 2024-25 of circa £68 million, which includes a ringfenced allocation for the delivery of a Level 3 Adult Skills offer 'Free Courses for Jobs' (FCFJ). For the financial year (FY) 2024-25 the North East CA successfully secured a grant funding agreement of £17.9 million from the Department of Education (DfE) for the delivery of a Skills Bootcamp programme across the region.

### **2 Devolved Adult Skills Fund AY 2024-25**

- 2.1 Devolution of the ASF is enabling the North East CA to proactively match the skills and training on offer to the jobs available now and in the future across the region. It supports the Mayor and Cabinet's strong commitment to creating opportunity for all, and giving people the skills to succeed that are essential for a successful and sustainable economy.
- 2.2 In the first 6-month period of the academic year (AY) 2024-25 the devolved ASF has supported 23,014 residents who have engaged in over 49,000 learning opportunities. 41% of these residents live in the North East CAs top 10% deprived wards. 84% of residents engaged in learning opportunities are unemployed, with 59% of these unemployed and actively looking for work.
- 2.3 Over 13,500 qualifications have been completed and achieved since the start of the academic year. Data received to January 2025 reveals that over 1300 residents have entered into employment as a direct result of participating in ASF provision.
- 2.4 Outcome data from Tailored Learning which brings together what was community learning, and any provision that is not qualification-based reveals that 25% of learners completing a programme reported increased confidence as a result of the course and 9% reported an improved ability to support a child's learning. Tailored Learning provision that supports parents and carers with skills to enter into employment and support their child's education is integral to the Mayor and Cabinet's commitment to tackle child poverty in our region.
- 2.5 Development of skills provision to address skills shortages in our region's key growth areas and opportunity sectors including the foundational economy continues to be a priority. North East CA funded providers have responded well and developed routes into sectors such as Construction, Civil Engineering including Rail Track Maintenance, Transportation and Warehousing, Welding and Engineering and Manufacturing Technology. A wider offer is also available in the Digital and Technology sector with new course additions such as Cyber Security and Coding.
- 2.6 As a result of the above we are therefore seeing increasing enrolments in SSA 4: Engineering and Manufacturing Technologies, SSA 5: Construction, Planning and the Built Environment SSA 6 – Information, Communication Technology as well as SSA 7 – Retail and Commercial Enterprise.

- 2.7 A high proportion of North East CA residents have no qualifications compared to national averages and a lower proportion have qualifications at Level 3+. There are low levels of functional numeracy and literacy skills in the region and low levels of digital capability. In some parts of the region, one quarter of residents have low literacy and/or numeracy skills.
- 2.8 The North East CA has utilised funding flexibilities afforded by devolution to enable the provider base to design non-regulated pathways to accredited maths & English to build confidence in learners before accessing formal qualifications. Digital routeways have also been created to address low levels of digital capability in the region.
- 2.9 The Combined Authority has also undertaken further commissioning to increase the range of qualifications in the Level 3 FCFJ offer. Provision includes level 3 qualifications in areas such as Adult Care, Teaching & Learning, Vehicle Maintenance and Advanced Diplomas in Electrical Installation. The Level 3 offer also includes technical certificates in green construction methods and developing skills to work with heat pump technology.
- 2.10 Further analysis of ASF provision for the 6-month period from 1 August 2024 to 4 February 2025 is provided in Appendix 1 of this report.

### 3 Devolved Adult Skills Fund AY 2025-26

- 3.1 The North East CA received confirmation from the Department of Education (DfE) that the devolved ASF allocation for AY 2025-26 will be £67,440,782 this includes a £4,440,241 allocation for the Level 3 Free Courses for Jobs offer.
- 3.2 This represents an overall reduction of £1,886,117 (2.8%) from the allocation of £69,326,899 received in AY 2024-25. The impact of the reduction on funding in AY 2025-26 is set out in Table 1 below:

**Table 1**

<b>Devolved ASF Allocations</b>	<b>AY 2024-25</b>	<b>AY 2025-26</b>	<b>% decrease</b>
ASF Core Funding total funding for delivery	£64,756,931	£63,000,541	2.8%
Level 3 FCFJ total funding for delivery	£4,569,968	£4,440,241	2.9%
<b>Totals</b>	<b>£69,326,899</b>	<b>£67,440,782</b>	<b>2.8%</b>

- 3.3 We have been in discussions with DfE, who have cited difficult fiscal conditions as a rationale for the reduction in the national ASF. The Greater London Authority (GLA) and other Mayoral Combined Authorities (MCAs) are yet to publicly announce their approaches to managing provider allocations in AY 2025-26. However, most have confirmed informally that some allocations will need to be reduced, and this will impact on volumes of delivery next academic year.
- 3.4 Adult Skills funding is a crucial enabler of sustainable economic growth, ensuring people have the skills to access good employment opportunities and supporting existing businesses in our key growth areas with a skilled workforce, as well as attracting inward investors looking to relocate to the region.
- 3.5 The reduction to the ASF alongside a reduced budget for adult skills via the UKSPF and the end of the Multiply programme in March 2025 presents challenges in terms of realising ambitions for economic success.
- 3.6 The North East CA will aim to mitigate the impact by working with ASF providers to ensure delivery plans in AY 2025-26 fully respond to the missions set out in the North East CA Corporate Plan, interim Local Growth Plan and emerging Employment and Skills Strategy. We will ensure funding is used efficiently to capitalise on good quality jobs in our growing sectors, including the foundational economy. Providers will be encouraged to collaborate further to reduce duplication and maximise the funding available in the region.

- 3.7 The outcome of the next Spending Review will provide further detail on whether adult skills funding reductions will be sustained, and we will closely monitor the impact this may have on the North East CA's single settlement in April 2026.
- 3.8 North East CA officers have been exploring a number of options for consideration in relation to the management of the reduced ASF funding and allocations to providers for AY 2025-26. An options appraisal with appendices is included in Appendix 2 of this report setting out the options available, with associated risks and mitigations.
- 3.9 To inform these options the North East CA Skills Team have analysed the first 6-months' delivery data, so we have a clear understanding of potential impacts the reduced funding will have on AY 2025-26 allocations to providers. The four options for consideration include:
- 3.10 **Option 1** - Providers currently in receipt of ASF core funding receive an allocation for AY 2025-26 based on their current forecast delivery in AY 2024-25. Appendix 3 of this report details the provider performance to 6 Feb 2025 and forecast delivery to the end of the academic year AY 2024-25.
- 3.11 This option would result in the devolved ASF being over programmed by £1,753,114. This may be recovered through reconciliation processes carried out during the academic year, but this is not guaranteed, as providers may deliver the full amount of their forecast delivery. In this case, the North East CA would be accountable for an unfunded amount of £1,753,114.
- 3.12 This option does provide some stability for the next academic year; however it is a short-term solution. The reduction to the ASF is likely to be sustained beyond AY 2025-26 and impact on skills funding available in the single settlement for AY 2026-27. The North East CA and providers need to plan now for a reduced ASF allocation now in order to mitigate the impact on breadth of provision and impact on employers and residents.
- 3.13 **Option 2** - Grant funded providers currently in receipt of ASF core funding receive an allocation for AY 2025-26 based on their current forecast delivery in AY 2024-25. A 2.8% reduction in line with the North East CA's overall reduction to the core ASF is applied to procured Contract for Service providers allocations in AY 2025-26 based on current forecasted delivery.
- 3.14 This option provides very limited savings for the North East CA, and the core ASF would still be over programmed by £1,342,097. This option is only applied to Contract for Service providers which may not appear transparent across the whole provider base.
- 3.15 **Option 3** - Reallocate funding for AY 2025-26 between the Level 3 Free Courses for Jobs (FCFJ) and ASF funding lines. The DfE ringfence is being removed from FCFJ, the North East CA could therefore reallocate funding between the FCFJ and ASF funding lines in AY 2025-26. The overall 2.8% reduction on the ASF remains but there is more flexibility on how the funding is spent.
- 3.16 This is not a preferred option. A reduced amount of funding for Level 3 qualifications will not increase the number of residents qualified with Level 3 skills that employers are seeking. Delivering Level 3 qualifications in comparison to lower-level levels requires commitment from the provider base which could be lost if they are able to choose levels of qualifications within their allocations.
- 3.17 **Option 4** - Apply a 2.8% reduction to all providers ASF core delivery funding allocations in AY 2025-26. Option 4 is a transparent approach to applying the reduction to the North East CA's devolved ASF. It will reduce allocations to providers but may promote increased collaboration on the overall ASF offer, avoid duplication, and increase partnership working.
- 3.18 There is no impact on the Level 3 FCFJ offer. Providers in receipt of funding for the Level 3 FCFJ will receive an allocation based on their forecasted delivery in AY 2024-25 with no further reduction applied.

- 3.19 The ASF would not be over programmed, with £41,806 of funds remaining. Further funding may be recovered through ongoing reconciliation processes during AY 2024-25 which could be redistributed to areas where there is increased demand. It also enables the North East CA to re-distribute any reconciled funding in AY 2025-26, this would not be possible in other options as any reconciled funding would need to be utilised to cover the over programming.

#### **4 Proposed mobilisation and allocations of the Adult Skills Fund in AY 2025-26**

- 4.1 Our recommendation is option 4. Apply a 2.8% reduction to all providers ASF core delivery funding allocations in AY 2025-26.
- 4.2 We propose that current Grant Funding agreements and Contract for Service in place for ASF core funding in AY 2024-25 are extended for 1 year and providers receive an allocation for AY 2025-26 with a 2.8% reduction applied to core ASF delivery. This would result in 20 Grant Funding Agreements with an overall value of £48,041,216, and 25 Contracts for Service with an overall value of £14,268,173. Appendix 3 of this report details the provider forecast delivery and proposed allocations with the 2.8% reduction.
- 4.3 The proposed extensions and allocations will consider in-year changes to funding agreements/contracts for service and therefore some allocations will be reduced as a result of in year reconciliation for under delivery in addition to the 2.8% reduction. The allocations are subject to further reconciliation when the first full year of AY 2024-25 delivery is complete in October 2025.
- 4.4 We also propose that current Grant Funding agreements and Contract for Service in place for FCFJ funding in AY 2024-25 are extended for 1 year and providers receive an allocation in AY 2025-26 based on forecast delivery in AY 2024-25 with no reduction applied. This would result in 15 Grant Funding Agreements with an overall value of £2,669,976 and 6 Contracts for Service with an overall value of £1,903,054. Appendix 3 of this report details the proposed FCFJ allocations.
- 4.5 North East CA officers will work closely with ASF providers to make effective use of reduced funding allocations. Officers will ensure that provider delivery plans for AY 2025-26 fully respond to priorities in the North East CA Corporate Plan, Local Growth Plan ambitions and the Mayor's Manifesto commitments. We will ensure that funding is used efficiently to capitalise on good quality new jobs and skills opportunities in our growing sectors, at the same time as tackling the challenges facing our labour market.
- 4.6 Additional funding can be secured by providers through the Skills Bootcamp programme, although this is a different funding model to the ASF this funding may offset any reduction received to ASF allocations.

#### **5 Wave 5 Skills Bootcamps FY 2024-25**

- 5.1 Skills Bootcamps aim to secure benefits for unemployed adults by giving them access to in-demand skills training and a guaranteed interview, and for in work adults a more sustainable, higher skilled job and higher wages over time. The benefits for employers include helping them to fill specific skills shortage vacancies, enabling them to become more productive, more quickly.
- 5.2 Wave 5 (FY 2024-25) Skills Bootcamp provision commenced in June 2024 and is delivered in a range of sector areas which includes digital, logistics, technical and engineering, construction, green skills, and the culture and creative sector. Provision is also taking place in the foundational economy in areas such as Adult Care and Hospitality.



- 5.3 The North East CA's Skills Bootcamp programme, launched in June 2024 has trained over 2,200 residents in key growth sectors, with 700 completions leading to 400 job placements, 224 in-work advancements, and 90 self-employed individuals securing new contracts.
- 5.4 170 of the positive outcomes have been a result of training for Wind Turbine Technicians, Multi-Trade Workers, and Groundworks. Adult Care programmes have resulted in 56 job outcomes to date. Skills Bootcamp outcomes continue to be collected for 6 months following completion of the programme, so we are anticipating further increases throughout the year. Further analysis of the Wave 5 Skills Bootcamp programme is included in Appendix 1 of this report.

## **6 Wave 6 Skills Bootcamps FY 2025-26**

- 6.1 DfE have confirmed the North East CA's Wave 6 Skills Bootcamp funding for FY 2025-26 as £27,385,121, an increase of £9m on the previous financial year.
- 6.2 This funding is subject to robust monitoring of key performance indicators (KPI's) that are set out in the North East CA's Grant Funding Agreement with the DfE. This includes an 80% target of contracted learner starts completing a Skills Bootcamp programme, and 75% of completers achieving a positive outcome which includes entry into employment as result of skills acquired on the programme. If these targets are not delivered funding cannot be claimed.
- 6.3 In addition to the KPIs described above, DfE have added another condition to the Grant Funding Agreement for FY 2025-26, which is that at least 20% of learner starts must occur by 31st July 2025 (to be reviewed by 15 August 2025); and 50% of learner starts must have occurred by 30 September 2025 (to be reviewed by 15 November based on data reporting provided to the DfE Grant Manager).
- 6.4 DfE allocate a much higher figure in grant offer letters than they expect areas to actually spend, mainly due to the payment by results model described above. Due to the very tight financial position this year, 'over-programming' in this way is high risk for DfE, and so; to get the necessary approvals for the FY 2025-26 funding allocations they have mitigated this risk by adding the condition outlined in paragraph 6.3 above.
- 6.5 If by the November 2025 monitoring point the DfE's overall budget forecasting raises concerns in terms of over delivery, they have reserved the right to reduce the amount of the funding for the remainder of this financial year. This means that they can ask Grant Recipients including the North East CA to stop all remaining learner starts in the programme if the DfE are forecasting an overspend.
- 6.6 DfE have assured all Grant Recipients that this will not be below a level which affects funding that has been committed in respect of learners who already have start dates or have started or completed their training.
- 6.7 Based on previous performance and expenditure the DfE are comfortable that the budget is realistic, and do not foresee being in an overspend position. They therefore do not expect to need to invoke the condition described in paragraph 6.5.
- 6.8 The North East delivered circa 60% of the Skills Bootcamp allocation in FY 2023-24 and is anticipating delivering 70% of the FY 2024-25 allocation. This is in line with performance nationally and concurs with the DfE view that it is unlikely that there will be a national overspend position. The underspends are largely due to restraints on the flexibility of the programme and one financial year funding allocations that are difficult to mobilise and build momentum to meet the DfE KPI's.
- 6.9 The North East CA does perform well against other MCAs and Local Authorities in receipt of Skills Bootcamp grant funding agreements, particularly as we have one of the largest funding allocations of all the areas. We are currently positioned 8th in a performance table of 23 Grant Recipients.

- 6.10 The North East CA ensures that the funding conditions imposed by the DfE are mirrored in funding agreements with commissioned providers. North East CA Skills Bootcamp providers are also paid on a 'payments by results' model a month in arrears, this mitigates risk for the Combined Authority in terms of being liable for any under delivery to the DfE.
- 6.11 In FY 2025-26 providers funding agreements will include a set target of 20% of learner starts by 31 July 2025 and 50% of learner starts by 30 September 2025 to mitigate risk of a reduction to the funding allocation in November. An added condition in providers funding agreements will be to ensure that learner data is submitted in a timely manner to ensure that all starts, completions and outcomes can be reported to DfE on a monthly basis.
- 6.12 Commissioned providers will also be informed of the DfE condition that they can ask the North East CA as a Grant recipient to stop all remaining learner starts in the programme if the DfE are forecasting an overspend in November 2025. Providers will be required to plan for this eventuality in their delivery plans submitted for Skills Bootcamps.

## **7 Proposed allocation and mobilisation of Skills Bootcamp funding in FY 2025-26**

- 7.1 This report proposes to extend current Contracts for Service in place with providers for the delivery of Skills Bootcamps for a further FY 2025-26. Extensions to the current Contracts for Service will utilise £16,673,259 of the £27,385,121 allocation. This will leave £9,350,498 once management fees have also been deducted. Appendix 4 of this report details proposed extensions and allocations to current Skills Bootcamp Contracts for Service.
- 7.2 The extensions will consider any in-year changes to Contract for Services including reconciliation of funding due to under delivery. Extending the current Contracts for Service will ensure we can mobilise delivery quickly from the 1 April 2025 which will assist in securing 20% of learner starts by 31 July 2025 and 50% of learner starts by 30 September 2025.
- 7.3 We propose to procure the remaining £9,350,498 Skills Bootcamp funding by holding a mini competition for suppliers on the Adult Skills Procurement Framework.
- 7.4 The mini competition to procure the remaining £9,350,498 will open subject to approval from Cabinet and will be a short, targeted exercise aimed at securing provision in growth sectors where the Skills Bootcamp model has been successful in the previous financial year this includes digital, construction, advanced manufacturing, pharma, green power, and adult care.

## **B. Impact on North East Combined Authority Objectives**

1. Devolved ASF and Skills Bootcamp provision supports the Mayor and Cabinet's missions set out in the Corporate Plan, particularly the ambition to make the North East the 'home of real opportunity'. We want everyone to have the opportunity to thrive, with access to good employment and progression. Supporting the availability of good quality, well paid work, whilst providing the right support for people to access these jobs and further training which is crucial to our economic and social success.

## **C. Key risks**

1. Recipients awarded a grant agreement or contract for service for delivery of ASF and Skills Bootcamps will fail to delivery their funding allocations. Mitigation: Capacity and resource to deliver provision has been ascertained through the commissioning process. Delivery plans will be submitted setting out profiles of learner starts and completions throughout the year. These plans and supporting data are monitored monthly, underperformance against the plans will be reconciled and redistributed to providers who are meeting delivery targets.
2. Key risks related to the proposal of applying a 2.8% reduction to all providers ASF core funding allocations in AY 2025-26 are detailed in the Options Appraisal in Appendix 2 of this report.
3. Key risks associated with DfE reserving the right to reduce the amount of the Skills Bootcamp funding in November for the remainder of this financial year are mitigated by assurances that this will not be

below a level which affects funding that has been committed in respect of learners who already have start dates or have started or completed their training.

4. Based on previous performance and expenditure the DfE are comfortable that the budget is realistic, and do not foresee being in an overspend position, they do not expect to invoke the condition described in paragraph 6.5 of this report.
5. The North East delivered circa 60% of the Skills Bootcamp allocation in FY 2023-24 and is anticipating delivering 70% of the FY 2024-25 allocation. This is in line with performance nationally and concurs with the DfE view that it is unlikely that there will be a national overspend position.
6. The North East CA ensures that the funding conditions imposed by the DfE are mirrored in funding agreements with commissioned providers. North East CA Skills Bootcamp providers are also paid on a 'payments by results' model a month in arrears, this mitigates risk for the Combined Authority in terms of being liable for any under delivery to the DfE.
7. Commissioned providers will also be informed of the DfE condition that they can ask the North East CA as a Grant recipient to stop all remaining learner starts in the programme if the DfE are forecasting an overspend in November 2025. Providers will be required to plan for this eventuality in their delivery plans submitted for Skills Bootcamps.
8. The devolved ASF and Skills Bootcamp funding is included as a strategic risk on the North East CA Strategic Risk Register. In addition, at project level, appropriate risk management processes are in place to identify and mitigate risks with escalation requirements embedded.

#### **D. Financial and other resources implications**

1. Table 2 below illustrates income from the DfE for the devolved ASF for AY 2025-26

**Table 2**

<b>Income FY 2025-26 (For Academic Year 2025-26)</b>	<b>£</b>
Reserves carried into AY 2025-26	£1,373,459
ASF income from DfE for period 1st August 2025 to 31st March 2026	£42,000,361
FCFJ income from DfE for period 1st August 2024 to 31st March 2025	£2,960,161
<b>Total Income FY 2025-26</b>	<b>£46,333,981</b>
<b>Income FY 2026-27 (For Academic Year 2025-26)</b>	<b>£</b>
ASF income from DfE for period 1st April 2026 to 31st July 2026	£21,000,180
FCFJ income from DfE for period 1st April 2026 to 31st July 2026	£1,480,080
<b>Total Income FY 2025-26</b>	<b>£22,480,260</b>
<b>Total Income for Academic Year 2025-26</b>	<b>£68,814,241</b>

2. Table 3 below illustrates proposed committed of the ASF in AY 2025-26.

**Table 3**

<b>Allocation AY 2025-26 - Option 4</b>	<b>£</b>
Administration Costs	£1,890,016
AY 2025-26 ASF Grant Funding Agreements (2.8% reduction on forecast delivery)	£48,041,216
AY 2025-26 Procured ASF Contracts for Service (2.8% reduction on forecast delivery)	£14,268,173
AY 2025-26 FCFJ Grant Funding Agreements (Based on forecast delivery)	£2,669,976
AY 2025-25 FCFJ Procured Contracts for Service (Based on forecast delivery)	£1,903,054
<b>Total allocations based on 2.8% reduction on ASF forecast delivery</b>	<b>£68,772,435</b>
Funds remaining	£41,806

3. Table 3 below illustrates Skills Bootcamps income for FY 2025-26 and proposed allocation.

**Table 3**

<b>Income Skills Bootcamps FY 2025-26</b>	<b>£</b>
Total Grant Allocation	<b>£27,385,121</b>
<b>Proposed Skills Bootcamp Allocation FY 2025-26</b>	<b>£</b>
Administration Costs	£1,361,364
Extension to current Skills Bootcamp Contracts for Service	£16,673,259
Procured Contract for Services from April 2025	£9,350,498
<b>Total</b>	<b>£27,385,121</b>

4. This funding is subject to robust monitoring of key performance indicators (KPI's) that are set out in the North East CA's Grant Funding Agreement with the DfE. This includes an 80% target of contracted learner starts completing a Skills Bootcamp programme, and 75% of completers achieving a positive outcome which includes entry into employment as result of skills acquired on the programme. If these targets are not delivered funding cannot be claimed.

#### **E. Legal implications**

1. The Monitoring Officer's comments have been incorporated within this report.

#### **F. Equalities Implications**

2. The North East CA follows the Public Sector Equality duty and this report and is conscious of the need to achieve the objectives set out under s149 of the Equality Act 2010. In June 2024 the North East CA adopted equality objectives to reflect the different roles of the Combined Authority as an employer, a commissioner and deliverer of services, and a civic leader. In relation to commissioning of the ASF and Skills Bootcamp programmes we have sought assurance from each provider that they have appropriate policies in place which protect and champion equality within their service. We will work with providers to ensure our ASF and Skills Bootcamp funding opportunities are accessible to organisations working with some of our most under-represented residents. An Equality Impact Assessment has been carried out to inform the commissioning approach for the devolved ASF and Skills Bootcamp programme, this will be updated as delivery is underway.

#### **G. Consultation and engagement**

1. The Skills Team have established effective working relationships with employers and providers to monitor the impact of the devolved ASF and Skills Bootcamp programme, this will continue to inform additional future skills programmes. We maintain regular contact with relevant stakeholders including VCSE forums, the Department for Work and Pensions (DWP), the Department for Education (DfE), Employer Representative Bodies (ERB's) and other MCA's/GLA to share information on the skills programmes and best practice.

#### **H. Appendices**

Appendix 1 – Analysis of ASF and Skills Bootcamp delivery to 5 Feb 2025

Appendix 2 – Options Appraisal ASF funding allocations AY 2025-26

Appendix 3 and 4 are not for publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, information relating to the financial or business affairs of any particular person (including the authority holding that information).

Confidential Appendix 3 – Provider performance and proposed allocations

Confidential Appendix 4 – Skills Bootcamp proposed extensions & allocations to providers in FY 2025-26

**I. Background papers**

Devolution of the Adult Education Budget Cabinet Report 11 June 2024

Devolved ASF and Skills Bootcamps Update on Progress Cabinet Report November 2024

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**K. Glossary**

ASF	Adult Skills Fund
AY	Academic Year
DfE	Department for Education
DWP	Department for Work and Pensions
ESFA	Education & Skills Funding Agency
FCFJ	Free Courses for Jobs
GLA	Greater London Authority
KPI	Key performance indicator
MCA	Mayoral Combined Authority
North East CA	North East Mayoral Combined Authority



## Appendix 1 – Analysis of ASF and Skills Bootcamp delivery to 5 Feb 2025

### 1 Introduction

The North East Combined Authority's (North East CA) Devolution Deal includes a fully devolved Adult Skills Fund (ASF) of circa £68m which includes a ringfenced allocation for the delivery of a Level 3 Adult Skills offer 'Free Courses for Jobs' (FCFJ). With Cabinet approval the devolved ASF has been allocated to 45 further education providers across 20 Grant Funding Agreements and 25 procured Contract for Services.

The North East CA's devolved ASF, and Skills Bootcamp programme provides the opportunity to be more responsive to changes in the labour market, to commission provision that meets the needs of residents and employers in the region's key sectors including the foundational economy. This, coupled with a more joined up approach to employment support provision will create an inclusive and productive economy.

### 2 Devolved Adult Skills Fund

In the first 6-month period of the academic year (AY) 2024-25 (1 Aug 2024 to 5 Feb 2025) the devolved ASF has supported 23,014 residents who have engaged in over 49,000 learning opportunities. The ASF investment is reaching those most disadvantaged in terms of poverty and skills with 9328 (41%) of participants living in the North East CAs top 10% deprived areas. 10,478 (46%) of residents accessing provision earn below £25,000 per annum and qualify for full funding of their courses.

Providers have also established a wide range of provision to support unemployed residents, 84% of residents in provision are unemployed, with 59% of these residents unemployed and actively looking for work.

Table 1 below illustrates the number of individual participants by Local Authority area and number of enrolments in learning opportunities in each Local Authority area.

**Table 1**

Data to Feb 2025	Individual participants	Enrolments
County Durham	5534	9,214
Gateshead	2978	7,050
Newcastle	4957	13,741
North Tyneside	2197	4,675
Northumberland	1894	3,996
South Tyneside	2043	4,934
Sunderland	3411	6,360
<b>Total</b>	<b>23,014</b>	<b>49,970</b>

Devolution of the AEB has enabled the North East CA to strengthen the strategic focus of skills provision across the region. We continue to build on our approach of creating close collaborations, bringing together employers, colleges, training providers, local commissioners and the VSCE sector to construct an adult skills offer which focuses on achieving outcomes directly linked to local labour market needs.

ASF providers are required to submit delivery plans which outline how they will make their provision accessible for residents in communities outside of urban centres. This includes on-line and distance learning, support with transport and good use of Community venues. Providers delivery plans indicate that provision outside of urban centres will increase as the academic year progresses. The North East CA Skills team is monitoring enrolment data and working with providers to identify where there may be gaps.

### 3 Tailored Learning

As part of the new ASF, the term 'tailored learning' brings together what was community learning, and any new provision that is not qualification based. The primary purpose of 'tailored learning' is to support learners into employment and to progress to further learning. It does, however, continue to support wider outcomes including using it to improve health and wellbeing, equip parents/carers to support their child's learning and develop stronger communities.

Over 10,200 enrolments to Feb 2025 are attributed to Tailored Learning, 25% of these enrolments have been on programmes with a primary objective of improving essential skills including English, English for Speakers of Other Languages (ESOL), maths and digital. 18% of enrolments have been undertaken in courses where the primary objective is to improve health and/or social well-being. Table 2 below illustrates Tailored Learning primary course objectives and number of enrolments per objective.

**Table 2**

Tailored Learning Objective	R06 - Feb 2025	
	Enrolments	%
1 - Engaging and/or building confidence	1,994	19%
2 - Preparation for further learning	1,348	13%
3 - Preparation for employment	1,447	14%
4 - Improved essential skills including English, ESOL, maths and digital.	2,600	25%
5 - Equipping parents/carers to support children's learning	705	7%
6 - Improved/maintained health and/or social well being	1,864	18%
7 - Provision to develop stronger communities	282	3%
	<b>10,240</b>	

### 4 Adult Skills Enrolments by Subject Sector Area (SSA)

Development of Adult Skills provision to address skills shortages in our region's key growth areas and opportunity sectors continues to be a priority. The North East CA funded providers have responded well and developed routes into sectors such as Construction, Civil Engineering including Rail Track Maintenance, Transportation and Warehousing, Welding and Engineering and Manufacturing Technology. A wider offer is also available in the Digital and Technology sector with new course additions such as Cyber Security and Coding.

As a result of the above we are seeing increasing learning opportunities in SSA 4: Engineering and Manufacturing Technologies, SSA 5: Construction, Planning and the Built Environment SSA 6 – Information, Communication Technology as well as SSA 7 – Retail and Commercial Enterprise, this sector encompasses provision in warehousing and logistics.

The Health, Public Services and Care sector accounts for 25% of enrolments, courses include Certificates and Diplomas in Adult Care as well as provision to support childcare and early years.

84% of enrolments are in Preparation for Life and Work, this sector encompasses functional skills qualifications in maths and English as well as ESOL. The sector also supports employability skills in the foundational economy in areas such as construction, hospitality, tourism, and retail.

Over 600 enrolments are in Science and Mathematics, this includes 540 residents undertaking GCSEs in Maths, and 90 residents undertaking Science GCSE's and 'A' Levels in order to access higher education. 354 residents are undertaking GCSE English in subject area 12.

Table 3 below illustrates number and percentage of adult skills enrolments by subject sector area.

**Table 3**

Adult Skills Enrolments by subject sector area	R06 - Feb 2025	
	Number	%
01 - Health, Public Services and Care	5,811	24%
02 - Science and Mathematics	601	2%
03 - Agriculture, Horticulture & Animal Care	402	2%
04 - Engineering and Manufacturing Technologies	3,640	15%
05 - Construction, Planning and the Built Environment	1,951	8%
06 - Information and Communication Technology	1,261	5%
07 - Retail and Commercial Enterprise	1,847	8%
09 - Arts, Media and Publishing	687	3%
12 - Languages, Literature and Culture	698	3%
13 - Education & Training	841	3%
14 - Preparation for Life and Work	20,342	84%
15 - Business, Administration and Law	1,458	6%
Total	39,717	

## 5 Prior attainment

A high proportion of North East CA residents have no qualifications compared to national averages and a lower proportion have qualifications at Level 3+. There are low levels of functional numeracy and literacy skills in the region and low levels of digital capability. In some parts of the region, one quarter of residents have low literacy and/or numeracy skills.

The North East CA have utilised funding flexibilities afforded by devolution to enable the provider base to design non-regulated pathways to accredited maths & English to build confidence in learners before accessing formal qualifications.

The Combined Authority has also undertaken further commissioning to increase the range of qualifications in the Level 3 Free Courses for Jobs offer. Provision includes level 3 qualifications in areas such as Adult Care, Teaching & Learning, Vehicle Maintenance and Advanced Diplomas in Electrical Installation. The Level 3 offer also includes technical certificates in green construction methods and developing skills to work with heat pump technology.

The prior attainment of residents participating in adult skills is assessed to monitor progression to higher levels of attainment and ensure provision is reaching those residents with low levels of attainment. 41% of residents engaged in adult skills provision have no or low qualifications, 5% of residents recorded 'other qualifications level not known' or they were unable to provide information on qualifications held.

Of 9339 enrolment opportunities undertaken by residents with no qualifications, 3715 have been completed and achieved. 543 (15%) of these were achieved at Level 2.

Table 4 illustrates participants prior attainment on enrolment.

**Table 4**

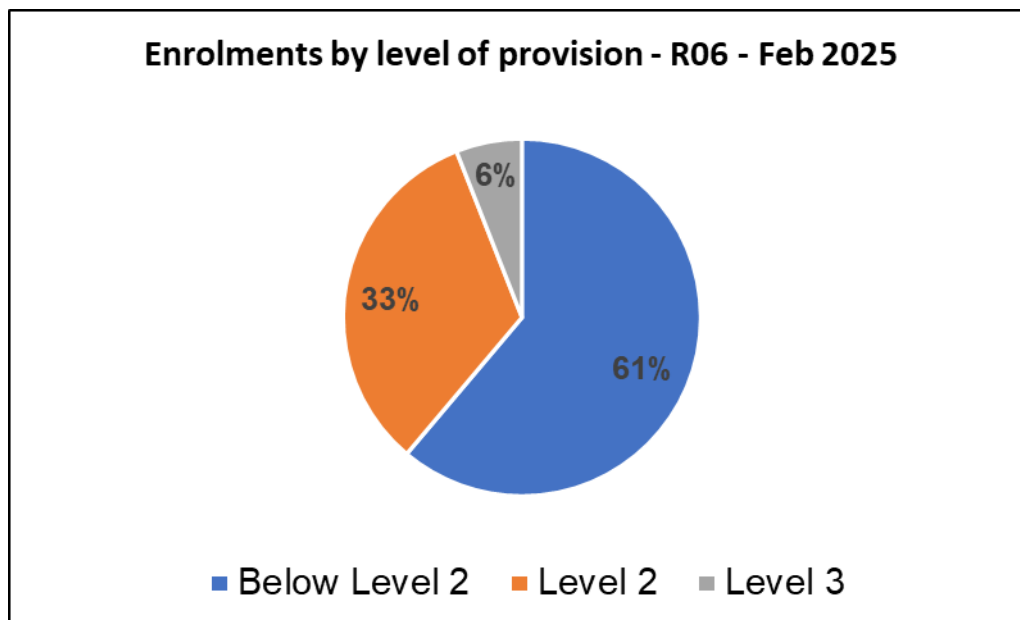
Participant Prior Attainment	R06 - Feb 2025	
	No	%
No Qualifications	3489	18%
Level 1 and below	4541	23%
Level 2	3197	16%
Full Level 2	1682	9%
Level 3	1473	8%
Full Level 3	1632	8%
Level 4	413	2%
Level 5 +	2642	14%
Other qualifications (level not known)	500	3%
Not known	356	2%
Not recorded	3089	16%
Total prior attainment recorded	19925	
Recorded qualification level	19569	

## 6 Level of provision

We continue to work with providers to address the balance of provision at Level 1 and below to ensure that there are opportunities at Level 2 and above across all subject sector areas.

Chart 1 below illustrates enrolment opportunities by level of provision to February 2025.

**Chart 1**



## 7 Statutory Entitlements

The ASF continues to provide fully funded statutory entitlements which include basic, maths, English, and English for Speakers of other Languages (ESOL). There is a large demand for ESOL. Table 5 illustrates statutory entitlement enrolments by Local Authority to 6 Feb 2025.

**Table 5**

<b>Local Authority District</b>	<b>English</b>	<b>Maths</b>	<b>ESOL</b>	<b>Digital Entitlement</b>	<b>Full Level 2 Entitlement</b>	<b>Full Level 3 Entitlement</b>	<b>Level 3 Free Courses for Jobs</b>
County Durham	376	429	858	8	131	144	296
Gateshead	225	299	1659	15	79	56	89
Newcastle	310	268	4169	204	109	101	180
North Tyneside	111	124	1014	23	64	58	118
Northumberland	91	118	699	5	56	39	165
South Tyneside	127	184	1174	10	44	41	77
Sunderland	115	224	675	10	63	126	165
<b>Total</b>	<b>1355</b>	<b>1646</b>	<b>10,248</b>	<b>275</b>	<b>546</b>	<b>565</b>	<b>1090</b>

Basics skills are essential in enabling people to function in society and progress in learning and employment. Therefore, access to statutory entitlements in English and Maths, Digital and English for Speakers of Other Languages (ESOL) plays a key role in supporting North East CA residents. Analysis of the delivery data at the start of the academic year reveals that over 3000 residents are undertaking functional qualifications in maths and English and a further 851 residents are undertaking maths and English as GCSEs, which is often an essential entry qualification to further education, apprenticeships, and employment.

Participation in functional qualifications in maths and English continues to decline regionally and nationally. In order to raise participation the North East CA has utilised devolved funding flexibilities to offer non-regulated maths and English as a stepping stone to these formal qualifications. Over 3500 residents are currently engaged in this informal provision designed to improve confidence and build basic literacy and numeracy skills. Progression from this provision will be monitored over the academic year.

Similarly the North East CA funds non regulated digital skills provision to provide essential digital skills for work and life. Over 1000 residents participate in this provision gaining skills to access on-line shopping, paying bills on-line and skills in remote working using programs such as Microsoft Teams.

The ASF includes additional funding for Free Courses for Jobs, this targeted Level 3 provision has been developed to support adults without an existing full Level 3 qualification and has recently been extended to include a second Level 3 qualification. It introduces free fully funded Level 3 qualifications for learners aged 24 years and over. Over 1000 residents have engaged in this provision since the start of the academic year, undertaking full level 3 qualifications in subjects such as Adult Care, Engineering, Electrical installation and E.V. maintenance.

## **8 Profile of residents accessing ASF provision**

A key priority for the devolved ASF is to extend the reach of learning opportunities to a broader range of underrepresented groups. Analysis of the profile of residents engaged in ASF provision to Feb 2025 demonstrates that the investment continues to respond to this priority:

- 4,445 (19%) of ASF opportunities are undertaken by young people (19-24).
- 56% of residents participating in provision are women.
- 7942 (35%) of participants in provision are from our black and minoritised ethnic communities.
- 5947 residents (26%) participating in provision self-declared a learning difficulty/disability.
- 41% of residents participating in provision have low or no qualifications.



- The devolved ASF includes a low wage flexibility that enables residents to be fully funded for their courses. Over 10,400 (46%) of residents engaged in provision qualify for full funding as a result of earning less than the earnings threshold of £25,000 per annum.

## 9 ASF Outcomes

Over 14,600 formal qualifications have been completed since the start of the academic year ranging from Entry Level to Level 3. 82% of qualifications completed to Feb 2025 have been achieved, with 84% of qualifications at Level 2 completed and achieved. Table 6 illustrates qualifications completed and achieved by level to Feb 2025.

**Table 6**

R06 – Feb 2025	Total	%	Entry Level		Level 1		Level 2		Level 3	
			Number	%	Number	%	Number	%	Number	%
Qualifications Delivered	30,396		6,402	21%	9,591	32%	12,579	41%	1,824	6%
Qualifications Completed	14,694	48%	2,286	36%	6,602	69%	5,541	44%	265	15%
Qualifications Achieved	11,989	<b>82%</b>	1,314	57%	5,831	88%	4,641	84%	203	77%
Continuing	14,723	48%	3,939	62%	2,739	29%	6,610	53%	1,435	79%
Withdrawn	953	3%	173	3%	241	3%	419	3%	120	7%
Completed not achieved	328	2%	124	5%	94	1%	107	2%	3	1%
Awaiting Result	2,337	16%	844	37%	673	7%	761	14%	59	22%

Data received to January 2025 reveals that over 1300 residents have entered into employment as a direct result of participating in adult skills provision.

ASF PROGRAMME FUNDING OUTCOMES		
	Jan Update	%
Unemployed into work on exit	1376	11%
Progressed to higher level qualification on exit	713	6%
Progressed in work at exit e.g. higher wage, promotion	202	4%
Number of providers did not submit a return: 19		

Outcome data will be updated at the end of the academic year when a full set of data from all providers is available.

## 10 Tailored Learning Outcomes

Outcome data from Tailored Learning which brings together what was community learning, and any provision that is not qualification-based reveals that 25% of learners completing a programme reported increased confidence as a result of the course and 9% reported an improved ability to support a child's learning.

Tailored Learning provision that supports parents and carers with skills to enter into employment and support their child's education and is integral to the Mayor and Cabinet's commitment to tackle Child Poverty in our region.

Table 7 illustrates outcomes reported from 7146 learning opportunities completed as Tailored Learning.

**Table 7**

<b>Tailored Learning Outcomes</b>	<b>R06 - Feb 2025</b>
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Definition	Number	%
1- Increased confidence	1806	25%
2 - Improved skills for progressing to further learning	1330	19%
3 - Improved skills for work	959	13%
4 - Improved essential skills	963	13%
5 - Improved ability to support a child's learning	675	9%
6 - Improved physical health	321	4%
7 - Improved mental health and well-being	751	11%
8 - Improved skills to participate in community life	186	3%
9 - Increased understanding of democratic values	4	0%
10 - Improved skills for Independent Living	10	0%
11- No outcome area 1-10 achieved	141	2%
Total	7146	

**Skills Bootcamp provision**

Skills Bootcamps aim to secure benefits for unemployed adults by giving them access to in-demand skills training and a guaranteed interview, and for in work adults a more sustainable, higher skilled job and higher wages over time. The benefits for employers include helping them to fill specific skills shortage vacancies, enabling them to become more productive, more quickly.

Wave 5 (FY 2024-25) Skills Bootcamp provision commenced in June 2024 and is delivered in a range of sector areas which includes digital, logistics, technical and engineering, construction, green skills, and the culture and creative sector. Provision is also taking place in the foundational economy in areas such as Early Years, Adult Care and Hospitality. Funding allocated to each sector is detailed in Appendix 1 of this report.

For the financial year (FY) 2024-25 the North East CA successfully secured a grant funding agreement of £17.9m from the Department of Education (DfE) for the delivery of Wave 5 Skills Bootcamps across the region, this funding has successfully been deployed to 23 organisations. Delivery of the provision commenced on 1 June 2024 with support from over 200 employers, providing residents with access to in-demand skills training, guaranteed interviews as well as more sustainable higher skilled jobs which will result in higher wages over time.

Over 2200 residents have undertaken training to date in a range of sectors which include industry specific skills in areas such as Offshore Wind and Offshore Cables as well as E.V battery manufacture and energy storage. Provision is also taking place in the foundational economy in areas such as Early Years, Adult Care and Hospitality.

Since June 2024, 700 residents have received positive outcomes through our Skills Bootcamps. 386 learners have been successful at interview and are now in employment; 224 learners have received new roles or responsibilities with their current employer; and 90 self-employed learners have secured new work or contracts following completion of their bootcamp.

Employer engagement is a fundamental element of Skills Bootcamp delivery, to date over 200 employers are engaged in Skills Bootcamps across the region either designing or co-delivering courses, offering job vacancies or co-funding existing employees.

**Skills Bootcamp delivery**

In the 9-month period from 1<sup>st</sup> April 2024 to 7<sup>th</sup> January 2025 Wave 5 Skills Bootcamps have engaged over 2200 learner starts.

Table 1 illustrates the overall number of starts by funding status.

**Table 1**

Funding Status	Total Starts
Individuals	1396
Self-Employed	422
Co-funded (SME)	295
Co-funded (Not SME)	102
Data Missing	4
Total	2219

To date, 700 learners have received positive outcomes through our Skills Bootcamps. 386 learners have been successful at interview and are now in employment; 224 learners have received new roles or responsibilities with their current employer; and 90 self-employed learners have secured new work or contracts following completion of their bootcamp.

Chart 1 below illustrates the range of provision by sector area during this 9-month period in FY 2024-25

**Chart 1**

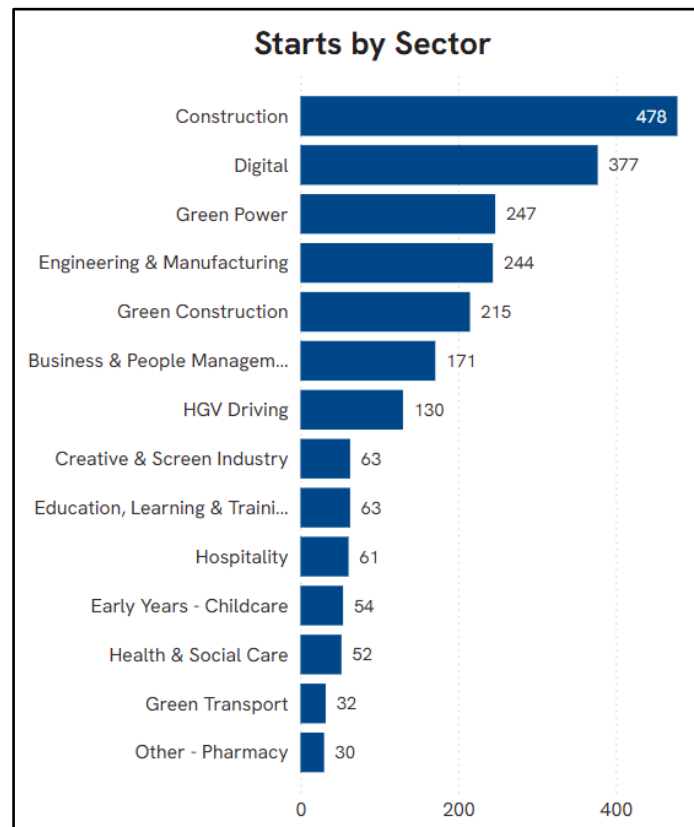
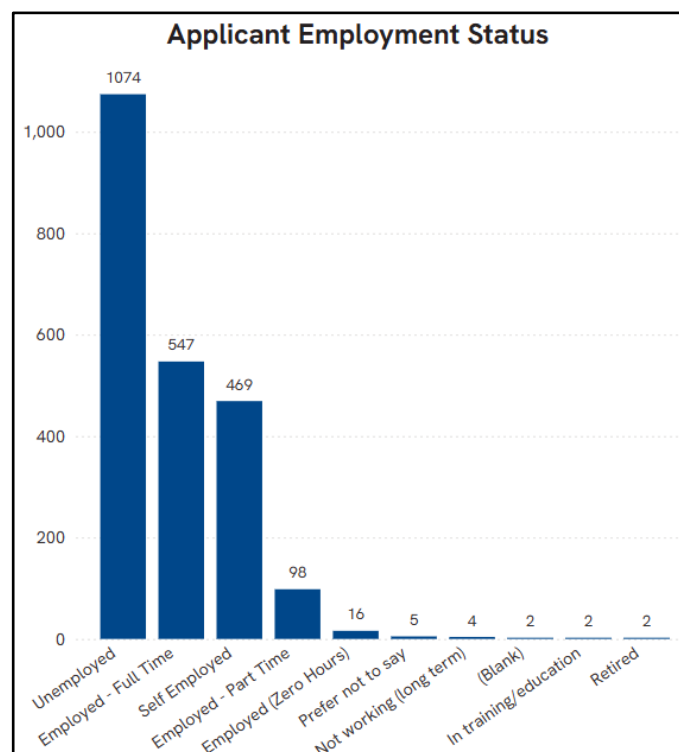
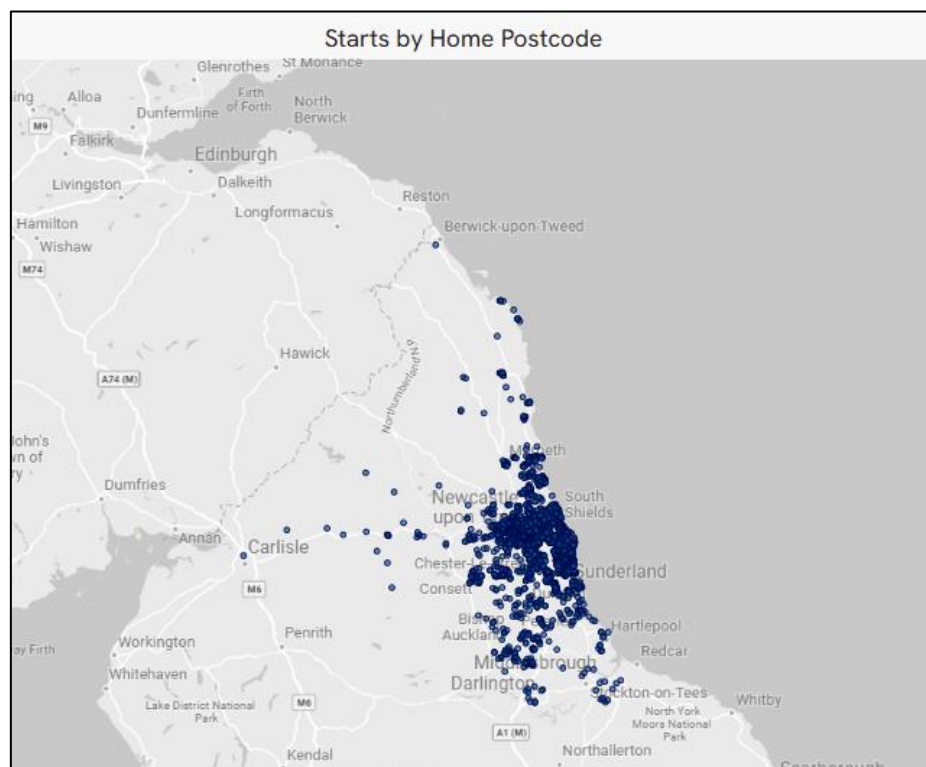


Chart 3 illustrates the employment status of starts prior to starting their course. 1074 applicants were unemployed at enrolment.

**Chart 2**



The map below illustrates the geography of starts on Skills Bootcamps over the 9-month period.



The table below illustrates the number of starts by local authority.

**Table 2**

Local Authority	Total Starts
Sunderland	440
Newcastle upon Tyne	390
County Durham	353
Northumberland	292
North Tyneside	265
Gateshead	182
South Tyneside	157



## Appendix 2 – Options Appraisal Adult Skills Fund Allocations Academic Year (AY) 2025-26

This paper sets out an appraisal of 4 options in relation to the allocation of the reduced income in AY 2025-26.

### Option 1:

Providers currently in receipt of ASF funding receive an allocation for AY 2025-26 based on current forecast delivery in AY 2024-25.

#### Detail

Appendix 3 of the Cabinet Report details Providers actual delivery of the devolved ASF and Free Courses for Jobs (FCFJ) against profiled delivery to 6 February 2025. It also details forecasted delivery to the end of the academic year.

A review of delivery at the 6-month performance management point (Feb 25) reveals that Grant funded providers are forecasting to achieve their full ASF allocations in AY 2024-25. Grant funded providers will be required to submit a business case and action plan where their current actual earnings against profiled earnings are below 90% to rationalise their forecasted outturn.

The majority of procured providers are forecasting to achieve their full allocations in AY 2024-25, 7 of the 25 procured providers have been subject to reconciliation due to under delivery at the 6-month performance management point. Procured allocations for AY 2025-26 will consider these reconciliations and therefore these will be reduced.

The current AY 2024-25 funding allocations are subject to further reconciliation processes for all providers as set out in the ASF Funding and Performance Management Rules, this includes a final reconciliation in October 2025 to recover any under delivery at the end of the academic year which could be carried into AY 2025-26

The table below illustrates implications of this option based on current end of year forecast delivery

<b>Allocations AY 2025-26 - Option 1</b>	<b>£</b>
Administration Costs	£1,890,016
AY 2025-26 ASF Grant Funding Agreements (Based on forecast delivery)	£49,425,119
AY 2025-26 Procured ASF Contracts for Service (Based on forecast delivery)	£14,679,190
AY 2024-25 FCFJ Grant Funding Agreements (Based on forecast delivery)	£2,669,976
AY 2024-25 FCFJ Procured Contracts for Service (Based on forecast delivery)	£1,903,054
Total allocations based on forecast delivery	<b>£70,567,355</b>
Funds remaining	<b>-£1,753,114</b>

The table illustrates the ASF would be over programmed by £1,753,114. This may be recovered through reconciliation processes described above, this is not guaranteed, providers may deliver the full amount of their forecast delivery.

<b>Benefits</b>	<p>Grant funded providers receive an allocation based on their current forecasted delivery in AY 2024-25. This option provides a degree of financial stability for the North East CA's Further Education Colleges and Local Authority ASF providers into AY 2025-26. This will also provide continuity for employers and residents and ensure that appropriate levels of statutory entitlement provision are available.</p> <p>A number of Grant funded providers have subcontracting arrangements with Independent Training Providers (ITPs) including voluntary and community organisations. These ITPs often provide niche provision for our employers and for residents in our communities, this option would minimise the financial impact on these subcontracted organisations and provide ongoing stability for employers and residents.</p> <p>The majority of procured providers would receive an AY 2025-26 allocation based on their forecasted delivery, this also provides a degree of financial stability for these smaller organisations who provide a sustainable and responsive skills offer for our residents and businesses aligned to specific, localised skills needs.</p> <p>Demand for ASF provision is increasing, with many providers reporting that this demand is outstripping supply particularly in areas such as entry to employment, essential skills, and English for Speakers of Other Languages (ESOL). This option would enable providers to maintain provision into the next academic year.</p>
<b>Risks</b>	<p>This option would result in the devolved ASF being over programmed by £1,753,114, this may be recovered through reconciliation processes described above, this is not guaranteed, providers may deliver the full amount of their forecast delivery. In this case, the North East CA would be accountable for unfunded £1,753,114.</p> <p>This option does provide some stability for the next academic year; however it is a short-term solution. The reduction to the ASF is likely to be sustained beyond AY 2025-26 and impact on skills funding available in the single settlement for AY 2026-27. Providers need to plan for a reduced ASF allocation now to assess impact on breadth of provision and impact on employers and residents.</p>
<b>Mitigation</b>	<p>Current AY 2024-25 funding allocations are subject to further reconciliation processes for all providers as set out in the ASF Funding and Performance Management Rules, this includes a final reconciliation in October 2025. This may recover the unfunded £1,753,114 at the end of the academic year.</p> <p>The next spending review (June 2025) will determine funding settlements for the DFE, this is likely to confirm any further reductions to the ASF and whether other models of skills funding are going to be available from FY 2026-27. This does enable the North East CA and providers to plan ahead of AY 2026-27.</p>
<b>Recommendation</b>	<p>This option is short term and carries a risk that the North East CA will be accountable for an unfunded amount of £1,753,114. It provides a degree of stability for one academic year but is not a long-term solution. Providers may not fully plan for a potential reduction beyond AY 2025-26, the North East CA would then need to revisit options and impact on residents again early in Autumn 2025.</p>

## Option 2:

Grant funded providers currently in receipt of ASF funding receive an allocation for AY 2025-26 based on current forecast delivery in AY 2024-25. A 2.8% reduction in line with the North East CA's overall reduction to the ASF is applied to procured Contract for Service providers allocations in AY 2025-26 based on current forecasted delivery.

### Detail

Appendix 3 of the Cabinet Report details Providers actual delivery against profiled to 6 February 2025, and forecasted delivery to the end of the academic year. It also details impact on allocations if a 2.8% reduction was applied to forecasted delivery.

A review of delivery at the 6-month performance management point (Feb 25) reveals that Grant funded providers are forecasting to achieve their full ASF allocations in AY 2024-25. Grant funded providers will be required to submit a business case and action plan where their current actual earnings against profiled earnings are below 90% to rationalise their forecasted outturn.

Although the majority of procured providers are forecasting to achieve their full allocations in AY 2024-25, 7 of the 25 procured providers have been subject to reconciliation due to under delivery at the 6-month performance management point. Procured providers are paid on 'actual earnings' rather than 'on profile' therefore further reconciliations may take place by the end of AY 2024-25.

The table below illustrates implications of this option based on current end of year forecast delivery

<b>Allocations AY 2025-26 - Option 2</b>	<b>£</b>
Administration Costs	£1,890,016
AY 2025-26 ASF Grant Funding Agreements (Based on forecast delivery)	£49,425,119
AY 2025-26 Procured ASF Contracts for Service (2.8% reduction on forecast delivery)	<b>£14,238,173</b>
AY 2025-26 FCFJ Grant Funding Agreements (Based on forecast delivery)	£2,669,976
AY 2025-25 FCFJ Procured Contracts for Service (Based on forecast delivery)	£1,903,054
Total allocations based on 2.8% reduction to procured forecast delivery	<b>£70,156,338</b>
Funds remaining	<b>-£1,342,097</b>

The table illustrates the ASF would by still be over programmed by £1,342,097. This may be recovered through reconciliation processes described above, this is not guaranteed, providers may deliver the full amount of their forecast delivery.

<b>Benefits</b>	<p>As set out in Option 1 Grant funded providers receive an allocation based on their current forecasted delivery in AY 2024-25. This option provides a degree of financial stability for the North East CA's Further Education Colleges and Local Authority ASF providers into AY 2025-26. This will also provide continuity for employers and residents and ensure that appropriate levels of statutory entitlement provision are available.</p> <p>The 2.8% reduction to procured Contract for Service providers in AY 2025-26 may be equivalent to the end of year out-turn in AY 2024-25 for this provision. This could minimise the impact of the overall reduction to the North East CA's ASF particularly in relation to Grant funding arrangements.</p>
<b>Risks</b>	<p>This option is only applied to Contract for Service providers which may not appear transparent across the whole provider base.</p> <p>It assumes the impact of the 2.8% reduction will be minimised if it equates to under delivery by procured Contract for Service providers in AY 2024-25 which may not be the case. Procured providers may deliver the full amount of their forecast delivery.</p> <p>This option provides very limited savings for the North East CA, the ASF would by still be over programmed by £1,342,097.</p> <p>The North East CA approach to commission the ASF funds via two routes of both Grant Funding Agreements and procured Contract for Services was to enable the Combined Authority to make an immediate and positive impact on the provision offered to North East CA residents. It has enabled the Combined Authority to procure a responsive skills offer aligned to specific, localised skills needs which maximise employment opportunities for North East CA residents and to test and pilot innovative new methods of delivery. Reducing the procured Contract for Service provision may impact on the breadth of provision available to residents.</p>
<b>Mitigation</b>	<p>Procured Contract for Service providers are paid on 'actual delivery' in comparison to Grant providers who are paid on profile. Reductions to procured Contracts for Services occur as part of the performance management process each year and are set out clearly in the ASF Funding &amp; Performance Management Rules.</p> <p>To offset the impact of a reduction in procured Contract for Service provision The North East CA will continue to work closely with Grant Funded providers to ensure delivery plans for AY 2025-26 respond to priorities in the North East CA Corporate Plan, Local Growth Plan ambitions and the Mayor's Manifesto commitments. These plans will help position the region to capitalise on good quality new jobs and skills opportunities in our growing sectors, at the same time as tackling the challenges facing our labour market. Grant funded providers will be encouraged to work in partnership with ITPs to ensure the breadth of provision is not compromised.</p>
<b>Recommendation</b>	<p>This option provides very limited savings for the North East CA, the ASF would by still be over programmed by £1,342,097. There is a risk that procured Contract for Services achieve their forecast delivery and North East CA would be accountable for unfunded £1,342,097. Procured provision is largely delivered in niche areas by organisations with high levels of specialism in areas not covered by Grant funded providers, a reduction in funding focused solely on these providers may not recognise the added value that they bring to the regions ASF offer.</p>

**Option 3:**

Reallocate funding for AY 2025-26 between the Free Courses for Jobs (FCFJ) and ASF funding lines

<b>Detail</b>	<p>Funding for Free Course for Jobs is paid on a financial year basis and ringfenced for AY 2024-25. This ringfence will be removed for AY 2025-26, this means the DfE will stop reconciling funding from the start of AY 2025-26. There will be a final reconciliation for funding relating to AY 2024-25 in January 2026 which will then result in a repayment to the DfE of any underspend (or possibly a reduction to funding the North East CA is paid in April 2026).</p> <p>As a result of the ringfence being removed the North East CA could therefore reallocate funding between the FCFJ and ASF funding lines in AY 2025-26. The overall 2.8% reduction on the ASF remains but there is more flexibility on how the funding is spent.</p> <p>Appendix 3 of the Cabinet Report details Providers actual delivery of FCFJ against profiled delivery to 6 February 2025, and forecasted delivery to the end of the academic year. It also details impact on allocations if a 2.8% reduction was applied to FCFJ forecasted delivery.</p> <p>FCFJ was over programmed in AY 2024-25, subsequent funding reconciliations to February 2025 have reduced the total FCFJ allocations set out at the start of the academic year from £4,905,043 to £4,573,030. The forecast delivery for AY 2025-26 could be accommodated within the 2.8% reduction, resulting in no further reductions to providers delivering FCFJ.</p>
<b>Benefits</b>	<p>The removal of the ringfence on FCFJ does provide more flexibility on how the ASF could be allocated, however the overall 2.8% remains, moving funds from FCFJ to ASF would reduce the delivery of the Level 3 offer.</p>
<b>Risks</b>	<p>A lower proportion of North East CA residents have qualifications at Level 3+ compared to National Averages. In response, the North East CA has undertaken further commissioning to increase the range of qualifications in the Level 3 Free Courses for Jobs offer. Engagement in has increased year on year with 1365 residents engaged on Level 3 programmes during AY 2024-25 compared to just 444 in AY 2022-23. Provision includes level 3 qualifications in areas such as Adult Care, Teaching &amp; Learning, Vehicle Maintenance and Advanced Diplomas in Electrical Installation. The Level 3 offer also includes technical certificates in green construction methods and developing skills to work with heat pump technology.</p> <p>A reduction in funding for FCFJ would impede on the momentum that has been built to encourage residents to engage in this offer, this would impact on the region's ability to increase the number of North East CA residents qualified at Level 3.</p>
<b>Mitigation</b>	<p>Providers could be encouraged to include more Level 3 in their ASF delivery plans.</p>
<b>Recommendation</b>	<p>This is not a preferred option. A reduced amount of funding for Level 3 qualifications will not increase the number of residents qualified with Level 3 skills that employers are seeking. Delivering Level 3 qualifications in comparison to lower-level levels requires commitment from the provider base which could be lost if they are able to choose levels of qualifications within their allocations.</p>



All funded activity will contribute to progressing the Mayor's and Cabinet's priorities to support integrated place-based growth which have been set out in the Mayoral Manifesto and the North East CA Corporate Plan and devolution deals.

**C. Key risks**

Principal risks associated with the activity have been set out in the report. A full risk assessment will be completed as part of the North East CA Single Assurance Process as detailed funding proposals are developed.

**D. Financial and other resources implications**

The detailed financial implications will be considered by Finance and Investment Board, through our Assurance processes.

**E. Legal implications**

The comments of the Monitoring Officer will be included in the final report.

**F. Equalities Implications**

The North East CA complies with the Public Sector Equality duty and is conscious of the need to achieve the objectives set out under s149 of the Equality Act 2010. In June 2024 the North East CA adopted equality objectives to reflect the different roles of the Combined Authority as an employer, a commissioner and deliverer of services, and a civic leader.

Equality implications will be considered as part of the Assurance Process, with impact assessments undertaken as part of specific policy and project areas or as individual business cases come forward.

**G. Consultation and engagement**

As evidenced in the report, significant engagement and consultation has taken place with residents and stakeholders throughout the development of Town Centre Masterplan Vision. The Highstreets Commission will continue to be engaged as its programme of work develops in 2025.

**H. Appendices**

None

**I. Background papers**

South Tyneside Council Consultation/engagement <https://www.ourconversation.co.uk/South-Shields-Town-Centre-Vision-Masterplan-Vision-Document-ST/0534/23/FUL-Plans-for-new-ST-College-Campus-ST/076/23/FUL-Housing-on-ST-College-site>

28 January 2025 Cabinet Paper – item 3 – Housing, land and place regeneration early priorities – Establishing the North East High Streets Commission

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**K. Glossary**

None