

## NORTH EAST JOINT TRANSPORT COMMITTEE

### RECORD OF DELEGATED DECISION BY OFFICER

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#### 1. Subject of Decision

City Region Sustainable Transport Settlement - Award of External support for business case development

#### 2. Delegation Reference (Refer to Meeting Minute Number or Delegation Scheme in the Constitution or Decision Notice)

Urgent Decision: Urgent Decision taken by NECA Head of Paid Service under Standing Order 33.

This decision has been delegated to one or more officer(s) under:

- (a) A specific express authorisation was given to the Managing Director Transport North East in consultation with the Monitoring Officer and Chief Finance Officer by the Head of Paid Service under Standing Order 33 (see Decision Notice, attached, dated 23/11/2023).
- (b) a general authorisation to take such decisions **and**, the effect of the decision is to:
- (i) grant a permission or licence;
  - (ii) affect the rights of an individual; or
  - (iii) award a contract or incur expenditure which, in either case, materially affects the Authority's financial position.

#### 3. Name and Title of Decision Maker

Tobyn Hughes, Managing Director, Transport North East

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### RECORD OF DELEGATED DECISION BY OFFICER

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#### 4. Details of any Conflict of Interest and any Dispensation granted in respect of such Interest

None.

#### 5. Executive Summary

The members of the North East Joint Transport Committee present at the inquorate meeting of 21 November 2023 supported the proposal to procure professional services to advance the development of CRSTS schemes. As the procurement of a number of these services was urgent, the Head of Paid Service exercised their power under Standing Order 33 to agree the recommendations in agenda Item 6 to the Joint Transport Committee meeting of 21 November 2023 on an urgent basis. This Delegated Decision relates to the procurement of professional services to produce the CRSTS Active Travel and Bus Stops Programme Business Case to bring forward associated delivery.

#### 6. Decision(s)

**6(a)** As set out in the 'Recommendations' section of the appended Procurement Award Report,

to award the contract to support the preparation and production of the CRSTS Active Travel Programme Level Business Case, to the successful tenderer WSP.

to award the contract to support the preparation and production of the CRSTS Bus Stops Programme Level Business Case, to the successful tenderer AECOM.

**6(b) If Exempt or Confidential, please provide a reason:**

N/A

#### 7. Alternative options considered

No alternative options exist which would enable the production of the BSIP Capital Safe and Accessible Bus Stations Programme Business Case in the required timescales.



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#### 8. Reasons for the Decision(s)

The procurement award will ensure that there is available resource and expertise to enable CRSTS projects to be developed in line with the regionally agreed Transport Assurance Framework, and for schemes to be delivered in the funding timeframe.

#### 9. Contact Officer

Jonathan Bailes  
Interim Assistant Director, Funding & Programmes, Transport North East  
[Jonathan.Bailes@transportnortheast.gov.uk](mailto:Jonathan.Bailes@transportnortheast.gov.uk)

#### 10. Date of Publication

15 March 2024

#### 11. Date of Call-In Deadline

N/A

#### 12. Implementation Date

15 March 2024

#### Signature of the Decision-Maker

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Please return the following to Emma Reynard in Democratic Services ([emmareynard@gateshead.gov.uk](mailto:emmareynard@gateshead.gov.uk)) **within 2 working days of the decision having been taken.**

- A Word version of the completed Delegated Decision report
- A Word version of the completed Delegated Decision Record
- A scanned PDF version of the completed and signed Delegated Decision Record

The Delegated Decision will be published by Democratic Services within three working days of it being taken, and it will then be open to call-in for a further five working days.

**Decisions must not be implemented until the call-in process is completed.** Democratic Services officers will advise report authors and decision makers of the relevant deadlines for call-in.

# Transport North East

## Procurement Award:

CRSTS Programme Business Case – Active Travel and Bus Stops – Designation and strategy

**Report by:** Andrew Dorrian, Transport North East

**Report to:** Tobyn Hughes Managing Director, Transport North East

### 1. Purpose

- 1.1 Arising from the 2022 Devolution Deal - the North East Mayoral Combined Authority are required prepare a business case to access the City Region Sustainable Transport Settlement. Resource is required to develop projects and business cases which will sit within that City Region Sustainable Transport Settlement. This procurement award report refers to two projects which will be developed with constituent authorities and agreed by the Mayor and North East Mayoral Combined Authority.
- 1.2 Professional services are required to aid the production of programme and scheme business cases, as presented to the members of the Joint Transport Committee present at their inquorate meeting of the 21<sup>st</sup> November 2023 ([Public Pack\)Agenda Document for North East Joint Transport Committee, 21/11/2023 14:30 \(necawebsite.s3.eu-west-2.amazonaws.com\)](https://necawebsite.s3.eu-west-2.amazonaws.com)). The members present supported the proposals regarding the commissions covered by this report. As a number of the commissions were time sensitive and could not wait for the next meeting of the JTC, the Head of Paid Service exercised their delegated powers under Standing Order 33 of the JTC's Standing Orders and Rules of Procedure to agree the recommendations.
- 1.3 Procurement has been carried out on behalf of Transport North East by Durham County Council using their procurement contractor Bloom, the two commissions covered by this report are:
  - Active Travel Subprogramme Business Case: A competition was undertaken with six returns from suppliers
  - Bus Stops Subprogramme Business Case: A competition was undertaken with four returns from suppliers

The overarching objective of the two commissions covered by this report are to produce business cases, to be funded by the City Region Sustainable Transport settlement, the tasks associated with the production of these business case include:

- Conduction inception and regular engagement sessions with scheme promoters
- Complete all aspects of the WebTAG compliant 5 case Business Case
- Ensure a programme of schemes can be delivered by March 2025
- Undertake VfM and BCR calculations
- Undertake a full QRA
- Provide support to local authorities and assist in all assurance undertakings

- 1.4 Following tender evaluation and moderation this report seeks approval to award the contract to WSP, who will lead on the Active Travel Subprogramme Business Case and AECOM who will lead on the Bus Stops Subprogramme Business Case.

## **2. Recommendations**

- 2.1 Active Travel Subprogramme Business Case - To grant approval to appoint WSP to lead on this commission. The value of the contract is £95,333.
- 2.2 Bus Stops Subprogramme Business Case - To grant approval to appoint AECOM to lead on this commission. The value of the contract is £ 91,958.95

## **3. Background**

- 3.1 Transport North East (TNE) on behalf of the North East Joint Transport Committee (JTC) is working with local authorities to prepare for Devolution which includes the development of support for project development associated with the CRSTS programme.
- 3.2 The specification was sent to suppliers via Bloom's NEPRO 3 framework The tender returns were reviewed on a 70% quality and 30% price basis and a total of ten bids were submitted.
- 3.3 Following guidance supplied by Durham Procurement evaluation took a two-stage process with independent marking by three evaluators followed by a collective moderation session facilitated by an independent moderator.

## **4. Considerations**

- 4.1 Bloom's Procurement Team has carried out this procurement exercise in line with the terms and conditions of their procurement contract with Durham County Council. There are no further considerations.
- 4.2 The budget agreed for these commissions was £150,000 for Active Travel and £120,000 for Bus Stops. As such mini competitions savings of £82,708.05 have been realised which will be retained to the CRSTS revenue budget.

## **5. Consultation**

- 5.1 Officers from Transport North East and delivery partners were involved in the development of both the tender specification and assessing the tender responses. A workshop will be held with partners following the appointment of contractor and liaison thereafter.

## **6. What happens next**

- 6.1 With the approval of the Managing Director, Transport North East, WSP and AECOM will be notified of our intention to award the contract and enter into the agreement. A contract will then be prepared and sent to them for signature.

## **7. Contact Officers and Background Papers**

- 7.1 Andrew Dorrian Transport North East Strategy Unit  
[Andrew.Dorrian@transportnortheast.gov.uk](mailto:Andrew.Dorrian@transportnortheast.gov.uk)

Approved to proceed to contract:

A handwritten signature in black ink, consisting of a long diagonal stroke with several smaller strokes intersecting it.

Managing Director, Transport North East

Date: 15 March 2024

## NORTH EAST JOINT TRANSPORT COMMITTEE

### RECORD OF DELEGATED DECISION BY OFFICER

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#### 1. Subject of Decision

City Region Sustainable Transport Assessment - Development Funding

#### 2. Delegation Reference (Refer to Meeting Minute Number or Delegation Scheme in the Constitution or Decision Notice)

##### JTC Procedure Rule 33 – Urgent Decisions

Where a decision needs to be taken urgently and it is not practical to convene a quorate meeting of the appropriate body (i.e. the Joint Transport Committee, or any other committee, sub-committee of the Joint Transport Committee), the Head of Paid Service, in consultation with the Proper Officer for Transport, the Chair (or in their absence the Vice Chair) of the relevant committee, the Chief Finance Officer and the Monitoring Officer has the authority to take an urgent decision. In such circumstances, the Head of Paid Service must report that decision to the next meeting of the appropriate decision making body which would have otherwise made that decision.

This decision needs to be taken urgently because a delay in obtaining approval until the next formal JTC meeting in December 2023 would impede the ability of schemes to commence development for inclusion within the City Region Sustainable Transport Settlement (CRSTS) programme Business Case which is required by May 2024. Given the programme deadline for CRSTS expenditure (March 2027) it is vital that schemes commence development activity as soon as possible to enable the timeframe for capital expenditure to be met upon the release of CRSTS capital funds post May 2024, delay would risk expenditure slippage which may result in wider implications for the release of further funding to the region.

This decision has been delegated to one or more officer(s) under:

(a) A specific express authorisation was given to the *Head of Paid Service / Monitoring Officer / Chief Finance Officer* by the *Joint Transport Committee* on *xx.xx.xxxx* to make and enter into appropriate contracts in relation to each project after specified consultation.

X



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(b) a general authorisation to take such decisions **and**, the effect of the decision is to:

- (i) grant a permission or licence;
- (ii) affect the rights of an individual; or
- (iii) award a contract or incur expenditure which, in either case, materially affects the Authority's financial position.

#### 3. Name and Title of Decision Maker

Patrick Melia, Head of Paid Service, NECA

#### 4. Details of any Conflict of Interest and any Dispensation granted in respect of such Interest

None

#### 5. Executive Summary

The release of £3,660,000 of the revenue funds associated with the City Region Sustainable Transport Settlement (CRSTS) to advance scheme development, in line with the allocation made by the Joint Transport Committee in February 2023 ([\(\(Public Pack\)Agenda Document for North East Joint Transport Committee, 21/02/2023 14:30 \(northeastca.gov.uk\)\)](#)) is recommended as follows:

Lead Authority	Allocation
Gateshead Council	£287,000
Newcastle City Council	£432,000
Newcastle City Council & Gateshead Council	£196,000
Nexus	£441,000

## NORTH EAST JOINT TRANSPORT COMMITTEE

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North Tyneside Council	£363,000
Northumberland County Council	£522,000
South Tyneside Council	£192,000
Sunderland City Council	£552,000
Region (TNE on behalf of region)	£675,000
<b>Totals</b>	<b>£3,660,000</b>

In addition, included within the above recommendation is an allocation to Transport North East to lead the development of schemes and Business Cases with a regional focus, removing an additional assurance burden from Local Authorities. In order to progress the development of these schemes it is proposed that the Managing Director Transport North East is authorised, in consultation with the Chief Finance Officer and Monitoring Officer, to initiate the procurement of consultants to undertake Business Case production in line with the proposed budget heading.

#### 6. Decision(s)

##### 6(a)

The Head of Paid Services, NECA, hereby:

- I. Agree to the release of £3,660,000 of City Region Sustainable Transport Settlement revenue funds for the purposes of scheme development in accordance with the table included in Section 5 and instruct officers to prepare and sign Grant Funding Agreements with lead Authorities.
- II. Authorise the Managing Director, Transport North East, in consultation with the Monitoring Officer and Chief Finance Officer, to initiate the procurement of consultancy support as required associated with the £675,000 regional allocation of development funds.

**6(b) If Exempt or Confidential, please provide a reason:**

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n/a

#### 7. Alternative options considered

No alternative options have been identified which could reasonably ensure the timescales for the delivery of the CRSTS Business Case and programme can be met.

#### 8. Reasons for the Decision(s)

The CRSTS programme runs until 31 March 2027, it is therefore imperative that the region takes a delivery focused approach to the programme of capital interventions that will be funded by the North East CRSTS, in order to ensure delivery within the required programme timeframe.

The recommendation to release development funding from the budget allocation agreed by the Joint Transport Committee in February 2023 will ensure that schemes within the emerging and indicative CRSTS programme can be developed in the required timescales to be included within the CRSTS programme Business Case and are well placed to commence capital delivery upon the release of funding post May 2024, delay to this decision would risk the ability of scheme promoters meeting expenditure deadlines.

#### 9. Contact Officer

Interim Assistant Director Transport Programmes, Jonathan Bailes  
E-mail: [jonathan.bailes@transportnortheast.gov.uk](mailto:jonathan.bailes@transportnortheast.gov.uk)

#### 10. Date of Publication

23 November 2023

#### 11. Date of Call-In Deadline

30 November 2023

## NORTH EAST JOINT TRANSPORT COMMITTEE

### RECORD OF DELEGATED DECISION BY OFFICER

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#### 12. Implementation Date

1 December 2023



**Signature of the Decision-Maker:**

Please return the following to Emma Reynard in Democratic Services ([emmareynard@gateshead.gov.uk](mailto:emmareynard@gateshead.gov.uk)) **within 2 working days of the decision having been taken.**

- A Word version of the completed Delegated Decision report
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## North East Joint Transport Committee

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**Date:** 21 November 2023

**Subject:** City Region Sustainable Transport Settlement – Development Funding

**Report of:** Managing Director, Transport North East.

### Executive Summary.

The release of £3,660,000 of the revenue funds associated with the City Region Sustainable Transport Settlement (CRSTS) to advance scheme development, in line with the allocation made by the Joint Transport Committee in February 2023, is recommended as follows:

<b>Lead Authority</b>	<b>Allocation</b>
Gateshead Council	£287,000
Newcastle City Council	£432,000
Newcastle City Council & Gateshead Council	£196,000
Nexus	£441,000
North Tyneside Council	£363,000
Northumberland County Council	£522,000
South Tyneside Council	£192,000
Sunderland City Council	£552,000
Region (TNE on behalf of region)	£675,000
<b>Totals</b>	<b>£3,660,000</b>

*Table 1: CRSTS Development Funds Recommendations*

### Recommendations

The North East Joint Transport Committee is recommended to:

- i. Agree to the release of £3,660,000 of City Region Sustainable Transport Settlement revenue funds for the purposes of scheme development in accordance with the table included in paragraph 2.8. below, and instruct officers to prepare and sign Grant Funding Agreements with lead Authorities.
- ii. Authorise the Managing Director, Transport North East, in consultation with the Monitoring Officer and Chief Finance Officer, to initiate the procurement of consultancy support as required associated with the £675,000 regional allocation of development funds.

## **1. Background Information**

- 1.1 City Region Sustainable Transport Settlements (CRSTS) were announced as part of the 2020 UK Budget, the Budget set out that 8 English City Regions, inclusive of the North East, would be eligible for a share of additional funding for local transport networks over a five-year period (2022/23 to 2026/27).
- 1.2 It was subsequently announced that £5.7bn would be shared between the City Regions, as per the Budget announcement, however, for the North East access to a settlement was subject to the creation of a Mayoral Combined Authority. In the progression of the North East Devolution Deal, the Government confirmed that the North East CRSTS would total up to £563m.
- 1.3 This £563m settlement consolidates existing funding including: Regional Highways Maintenance, Pothole Funding, Integrated Transport Block and outstanding Transforming Cities Funding. The totality of existing funds is circa £416m with up to £147m available as new capital funds for local transport enhancements.
- 1.4 In order to unlock the North East CRSTS a Business Case must be submitted by the newly formed North East Mayoral Combined Authority (NEMCA) and agreed with Government. To aid the development, preparation and management of the North East CRSTS programme £11.36m of revenue funds from the Department for Transport (DfT) were also accounted for within the Devolution Deal. To date, £8.52m of these funds has been received, with a final outstanding payment of £2.84m due to be issued at the start of the financial year 2024/25.
- 1.5 In February 2023, the Joint Transport Committee (JTC) agreed budget headings for £7.14m of CRSTS revenue funds including allocating £3.66m of these funds for the purposes of the development of schemes which will go on to make up the CRSTS programme, alongside a further £1.1m to produce the Business Case required to unlock CRSTS funding. In June 2023, JTC members agreed to allocate £0.110m of the funds identified to progress the CRSTS Business Case to undertake an Independent Assessment of CRSTS candidate schemes as a means of identifying a perspective programme and as the basis for allocating the £3.66m of development funds set aside in February 2023.
- 1.6 Since this point Transport North East (TNE) have procured consultancy services to undertake the Independent Assessment and have been working closely with scheme promoters to identify and develop a prospective programme of schemes, in order to inform the release of development funding.

## **2. Proposals**

- 2.1 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 perspective CRSTS schemes offers value for money and crucially can deliver within the CRSTS timescales.

- 2.2 The Independent Assessment has involved an audit of all Transport Plan Pipeline schemes alongside new submissions from scheme promoters. Supporting materials have been supplied by scheme promoters with 1-2-1 conversations taking place to interrogate scheme details including consideration of scheme risk, interfaces, interdependencies, and scalability.
- 2.3 It is important to recognise that the Independent Assessment does not aim to identify good or bad schemes but is focused predominantly on ensuring alignment to CRSTS objectives and scheme deliverability by March 2027, in order to ensure the swift release of funds, demonstrate continued ability to deliver under new governance arrangements and to put the region in the best possible position to leverage further funding. 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
- 2.4 Although the new capital funds available through CRSTS totals approx. £147m with the addition of overprogramming consistent with DfT guidance (up to 25%) the emerging CRSTS programme value is approx. £179m. Furthermore, proposals at this stage are indicative only, the programme will continue to be developed, refined and flexed through the development of the Business Case required to unlock CRSTS.
- 2.5 It is also important to note that the emerging programme and any schemes within it are subject to North East Mayoral Combined Authority (NEMCA) approval, in addition, to being subject to DfT approval through an appraisal and assurance mechanism. Individual schemes will also be subject to required Local Authority approvals and any associated governance requirements such as local Cabinet approvals.
- 2.6 CRSTS will not be the only source of funding within region over the period to 2027, the region has a substantial capital programme for transport which exceeds £350m of capital funding supplemented by a further £105m of revenue funding over the CRSTS period. There is a close relationship between funding avenues with schemes potentially suitable to come forward through various different capital funding pots. In the management of our capital programme it will be ensured that schemes come forward through the most suitable funding mechanism and that our capital



programme in totality will make a significant impact on delivering the objectives of the North East Transport Plan.

- 2.7 Government has also announced a further round of CRSTS funding over the period 2027 – 2032, the indicative funding announced for the North East totals £1.85bn. The Independent Assessment has considered longer-term development approaches beyond March 2027, to be further refined during the CRSTS Business Case development. This provides 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.
- 2.8 As noted, the Independent Assessment of CRSTS candidate schemes has acted as a means of allocating the £3.66m of development funds set aside in February 2023 to ensure the development of schemes within our perspective CRSTS programme can commence immediately without the need to wait for the release of capital funding, recommendations for the allocation of development funding are as follows:

<b>Lead Authority</b>	<b>Allocation</b>
Gateshead Council	£287,000
Newcastle City Council	£432,000
Newcastle City Council & Gateshead Council	£196,000
Nexus	£441,000
North Tyneside Council	£363,000
Northumberland County Council	£522,000
South Tyneside Council	£192,000
Sunderland City Council	£552,000
Region (TNE on behalf of region)	£675,000
<b>Totals</b>	<b>£3,660,000</b>

*Table 1: CRSTS Development Funds Recommendations*

- 2.9 Included within the above recommendation is an allocation to Transport North East to lead the development of schemes and Business Cases with a regional focus, removing an additional assurance burden from Local Authorities. In order to progress the development of these schemes it is proposed that the JTC authorise the Managing Director, Transport North East, in consultation with the Chief Finance Officer, to initiate the procurement of consultants to undertake Business Case production in line with the proposed budget heading.

### **3. Reasons for the Proposals**

- 3.1 The CRSTS programme runs until 31 March 2027, it is therefore imperative that the region takes a delivery focused approach to the programme of capital interventions that will be funded by the North East CRSTS, in order to ensure delivery within the required programme timeframe.
- 3.2 The recommendation to release development funding from the budget allocation agreed by the Joint Transport Committee in February 2023 will ensure that schemes within the emerging and indicative CRSTS programme can be developed in the required timescales and are well placed to commence capital delivery upon the release of funding post May 2024.

### **4. Alternative Options Available**

- 4.1 No alternative options have been identified which could reasonably ensure the timescales for the delivery of the CRSTS Business Case and programme can be met.

### **5. Next Steps and Timetable for Implementation**

- 5.1 Grant Funding Agreements will be prepared by officers for the release of CRSTS revenue funding for the purposes of scheme development. The proposed delegation will be effective with immediate effect and reports will be made as necessary to the JTC on the progress of the funded activity.
- 5.2 The indicative CRSTS programme will continue to be refined through the development of the CRSTS Business Case, regular briefings will be provided to the JTC as this work progresses. The North East Mayoral Combined Authority and newly elected Mayor will be required to submit the CRSTS Business Case to Government for consideration post May 2024.

### **6. Potential Impact on Objectives**

- 6.1 The proposals outlined are consistent with the North East Devolution Deal and align to the policy objectives contained within the North East Transport Plan. This includes the development of a package of sustainable transport improvements, developing concepts for efficient network management and bolstering the quality and offer of public transport options across the region.

### **7. Financial and Other Resources Implications**

- 7.1 The total cost associated with the recommendation of this report is £3,660,000, these costs are funded from the CRSTS revenue funds totalling £8.52m received by NECA between January and April 2023 and were allocated at the February meeting of the Joint Transport Committee.

The apportionment of development funding recommended to each authority is derived from the Independent Assessment, ensuring that each allocation is evidence based and contains appropriate levels of contingency. Furthermore, it is intended that

development funding where possible is capitalised on receipt of CRSTS capital grant funds post May 2024, to ensure the availability of development funding to continue to develop regional and local priorities for delivery through both the CRSTS programme and over a longer delivery horizon.

- 7.2 Any delays in producing the CRSTS Business Case and developing the schemes that sit within it will potentially impact the North East from accessing the capital funding associated with CRSTS and in turn may impact on the profile of CRSTS grant funding expenditure.
- 7.3 There are no Human Resources or ICT implications arising from the recommendations of this report.

## **8. Legal Implications**

- 8.1 Grant Funding Agreements (GFAs) are required in order to enable each authority permission to commence drawing down the development funding allocation outlined within the recommendations of the report. A standard GFA template has been prepared for development funding that is utilised to minimise any legal risks and ensure NECA's obligations (on behalf of the JTC) to the DfT in regard to CRSTS revenue funding are met. These obligations are appropriately transferred to each authority through the GFA minimising risk should a given proposal fail to come forward for delivery post award of development funds.

## **9. Key Risks**

- 9.1 Recommendations of the report mitigate the risk of delay to the development of the CRSTS Business Case required to unlock CRSTS capital funding. Any delay to the production of the CRSTS Business Case will result in a delay to the release of capital funds and subsequently is likely to impact on the ability of schemes within the CRSTS programme to meet the deadline for CRSTS delivery which is the 31<sup>st</sup> March 2027. Resources have been deployed to maximise the use of time ahead of the formation of the North East Mayoral Combined Authority to ensure swift submission of the CRSTS Business Case and the release of associated capital funding.

## **10. Equality and Diversity**

- 10.1 All schemes proposed for funding utilising CRSTS grant funds will be required to be designed to modern standards in compliance with appropriate legislation, ensuring that any equality and diversity implications are minimised. A Health Impact and Equalities Assessment will be prepared for the Business Case that is required to unlock CRSTS funding from Central Government.

## **11. Crime and Disorder**

- 11.1 There are no crime and disorder implications arising from this report.

## **12. Consultation/Engagement**

- 12.1 The apportionment of proposed development funding has been discussed with the Heads of Transport of the LA7 constituent authorities. This report has been shared with the Transport Strategy Board, comments have been taken on board and integrated into the report. In addition, a paper to the Joint Transport Committee on the principles of the use of CRSTS revenue funds, including the allocation of £3.660m of funding for scheme development was issued and approved in February 2023.

### **13. Other Impact of the Proposals**

- 13.1 None.

### **14. Appendices**

- 14.1 None.

### **15. Background Papers**

- 15.1 North East Devolution Deal: [North East devolution deal - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

North East Transport Assurance Framework: [NORTH EAST JOINT TRANSPORT COMMITTEE \(transportnortheast.gov.uk\)](http://transportnortheast.gov.uk)

Joint Transport Committee Report (Item 7), Tuesday 21<sup>st</sup> February 2023: [Public Pack\)Agenda Document for North East Joint Transport Committee, 21/02/2023 14:30 \(northeastca.gov.uk\)](http://northeastca.gov.uk)

Joint Transport Committee Report (Item 12 - Confidential), Tuesday 20<sup>th</sup> June 2023: [Joint Transport Committee AGM - 20 June 2023 - North East Combined Authority \(northeastca.gov.uk\)](http://northeastca.gov.uk)

### **16. Contact Officers**

- 16.1 Jonathan Bailes, Interim Assistant Director Transport Programmes

E-mail: [jonathan.bailes@transportnortheast.gov.uk](mailto:jonathan.bailes@transportnortheast.gov.uk)

### **17. Sign off**

- The Proper Officer for Transport: ✓
- Head of Paid Service: ✓
- Monitoring Officer: ✓
- Chief Finance Officer: ✓

### **18. Glossary**

- DfT – Department for Transport
- TNE – Transport North East

- JTC – Joint Transport Committee
- CRSTS – City Region Sustainable Transport Settlement
- LA – Local Authority
- NECA – North East Combined Authority
- MCA – Mayoral Combined Authority
- NEMCA – North East Mayoral Combined Authority
- Transport Assurance Framework – a framework for business case development and review that ensures good decision making, procurement and governance is in place for all projects, for schemes that can demonstrate good value for public money
- GFA – Grant Funding Agreement, outlines the terms and conditions under which a scheme will be delivered, and constitutes the contract between NECA and the scheme promoter for the delivery of the scheme.