



North East Joint Transport Committee

Tuesday, 20th October, 2020 at 2.00 pm

Meeting to be held virtually via Microsoft Teams

AGENDA

	Page No
1. Apologies for Absence	
2. Declaration of Interests	
Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (and submit it to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.	
3. Minutes of the last meeting held on 15 September 2020	3 - 6
4. Discharge of Transport Functions by Northumberland County Council	7 - 18
5. Tyne and Wear Levy and Nexus Medium Term Financial Strategy	19 - 28
6. North East Transport Plan: Next Steps	29 - 34
7. Transport North East - Regional Transport Update	35 - 94
8. Connected North East - Our Blueprint	95 - 118
9. Changes to Committee Memberships	119 - 122
10. Exclusion of the Press and Public	

The North East Joint Transport Committee may wish to exclude the press and public from the meeting during consideration of item 10 by virtue of paragraphs 2, 3 and 4 of Part 1 of Schedule 12A of the Local Government Act 1972.

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NORTH EAST JOINT TRANSPORT COMMITTEE

DRAFT MINUTES FOR APPROVAL

DATE: 15 September 2020

Meeting held: Virtually using Microsoft Teams and streamed live on YouTube

Present:

Councillor: M Gannon (Chair)

Councillors: C Johnson, C Marshall, G Miller, M Walsh and Mayor J Driscoll

In attendance:

Councillor J McCarty, G Sanderson

Statutory Officers: P Darby (Deputy S73 Officer)
T Hughes (Managing Director, Transport North East) and
M Barker (Deputy Monitoring Officer)

Officers: G Armstrong, F Bootle, R Broadbent, P Fleming,
R Forsyth-Ward, M Jackson, S McNaughton, P Meikle, P Melia,
R O'Farrell, S Ramsey, E Reynard, J Sparkes and D Wafer

1. APOLOGIES FOR ABSENCE

Apologies were received from Councillor P Jackson, Councillor I Malcolm and Mayor N Redfearn.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF THE PREVIOUS MEETING HELD ON 14 JULY 2020

The minutes of the previous meeting were agreed as a correct record.

4. TRANSPORT NORTH EAST – REGIONAL TRANSPORT UPDATE

The Committee received an update on various regional transport issues.

The Department for Transport has confirmed that emergency funding to support bus services during the Covid-19 pandemic has been extended on a rolling basis. Discussions are ongoing with the Government regarding the continuation of emergency funding for the Tyne and Wear Metro which is currently due to finish at the end of October.

Capacity on buses and Metro is constrained at times during the day due to social distancing measures. The bus operators and Nexus are continuing to encourage the use of face coverings.

Nexus has worked with the bus operators and local authorities to ensure that adequate capacity has been available for transport to schools. The region was allocated £1.5m in additional funding support from the Department for Education which has been used to provide 130 additional school buses across the area. There were limited issues at the start of term, and adjustments were made to services, but overall it has been very successful process.

On behalf of the Committee, Councillor McCarty thanked the bus companies for their work in ensuring that school bus services have resumed successfully. She also thanked officers for the update on encouraging passengers to wear face coverings.

Councillor McCarty also noted that there are more people using cars which will have an impact on air quality, following the reduction in pollution during lockdown. She also noted that some measures had been put in place on high streets to ensure that there is room for pedestrians to maintain social distancing and remain safe.

RESOLVED: The North East Joint Transport Committee noted the report.

5. EMERGENCY ACTIVE TRAVEL FUND – TRANCHE 2 BID

The Committee received a report which advised that a bid was submitted to tranche 2 of the Department for Transport's Emergency Active Travel Fund on 7 August. The JTC was successful in receiving £2.2m from tranche 1 which has enabled temporary pop-up pedestrian and cycling schemes.

The bid to tranche 2 of the fund is for £15.7m. If it is successful, eleven schemes will be implemented which will provide new and improved facilities for cycling and walking in key transport corridors and city centres across the North East. The proposal will deliver schemes in all seven local highway authority areas, if funded in full.

The Committee will be updated once the outcome of the bid is received.

RESOLVED: The North East Joint Transport Committee noted the report.

6. DISCHARGE OF TRANSPORT FUNCTIONS BY DURHAM COUNTY COUNCIL

The Committee received a report outlining the discharge by Durham County Council of the transport functions discharged to it in the financial year 2019/20.

RESOLVED: The North East Joint Transport Committee noted the report.

7. MEMBERSHIP OF JOINT TRANSPORT COMMITTEE AUDIT COMMITTEE

The Committee considered a report which outlined a proposed change by Sunderland Council to its representation on the Joint Transport Committee Audit Committee.

RESOLVED: The North East Joint Transport Committee approved the proposal that Councillor John Kelly be appointed as the substitute representative on the Joint Transport Committee Audit Committee replacing Councillor Michael Mordey.

8. NORTHUMBERLAND LINE OPERATING MODEL

The Committee received a progress report of the Northumberland Line project. The scheme, which is sponsored by Northumberland County Council, has made significant progress over the last two years and is now seeking to secure a funding from the Department for Transport in Autumn 2020, based on an accelerated business case process.

The scheme is very important for the region and will enable improved connectivity from rural areas, with a 30 minute, half hourly service from Ashington to Newcastle all day.

Two preferred options have been identified for the operation of the service. In both cases ownership and revenue risk would sit with central government, but with local control of specification and outputs via a North East rail body.

There is an aspiration to enable a single ticket option to provide a seamless journey from the train to the Metro, and where possible on local bus services. It is also hoped that fare levels can be set in alignment with the Nexus zonal fare structure in order to drive demand and achieve the maximum possible economic benefit from the scheme.

Mayor Driscoll thanked officers for their work on the scheme which is very important for the region. He added that Northumberland County Council has his full support for the scheme which is required in order to improve rail services across the North East, and enabling local decision making regarding transport.

Councillor Gannon agreed and added that the Northumberland Line is part of the region's long term vision for an integrated transport system across the North East.

Councillor Sanderson thanked the Committee for their support for the scheme and added that it was very much appreciated.

RESOLVED: The North East Joint Transport Committee:

- a) Noted the progress made by Northumberland County Council in developing the business case for the Northumberland Line, including:
 - The emerging governance arrangements for provision and oversight of the new service;
 - The potential for further rail devolution from central government to the North East to specify and manage the operations of the Northumberland Line passenger services;
 - The continuing discussions with the Department for Transport and other key stakeholders to refine the operating model options with a view to reaching a final decision on the preferred operating model by the end of October 2020; and
 - The potential for integration of the Northumberland Line passenger services into the Tyne and Wear Metro fares and ticketing regime, whilst also maintaining through fares to the rest of the UK heavy rail network.
- b) Agreed the statement of the Joint Transport Committee's support for the scheme set out in paragraph 2.2 of the report.

9. EXCLUSION OF THE PRESS AND PUBLIC

The North East Joint Transport Committee agreed to exclude the press and public during consideration of items 10 and 11 by virtue of paragraphs 2, 3 and 4 of Part 1 of Schedule 12A of the Local Government Act 1972.

The live stream of the meeting on YouTube was suspended after this resolution was agreed.



North East Joint Transport Committee

Date: 20 October 2020

Subject: Discharge of Transport Functions by Northumberland County Council

Report of: Interim Executive Director: Place, Northumberland County Council

Executive Summary

Under the Constitution of the Combined Authority, and in accordance with an Operating Agreement between the Constituent Authorities, certain functions have been delegated to the Executive of the two Constituent County Councils, being Durham and Northumberland.

This report provides an update on the discharge of delegated functions by Northumberland County Council for the financial year 2019/20.

Recommendations

It is recommended that the Committee note the transport responsibilities of Northumberland County Council and the activities undertaken in 2019/20.

1. Background Information

- 1.1 The Combined Authority Orders of 2014 and 2018 transfer to the Combined Authorities transport functions previously carried out by Northumberland and Durham County Councils under parts 4 and 5 of the Transport Act 1985 and functions under part 2 of the Transport Act 2000.
- 1.2 Under the Constitutions of the Combined Authorities and the Standing Orders of the Joint Transport Committee,, and in accordance with an Operating Agreement between all the Constituent Authorities, transport functions have been delegated to the Executive of the two Constituent County Councils, being Durham and Northumberland.

2. Proposals

- 2.1 Members are requested to note the contents of the report.

3. Reasons for the Proposals

- 3.1 Under protocols agreed between the Constituent Authorities, it is agreed that Northumberland County Council to report to the North East Joint Transport Committee on the manner in which the transport functions have been discharged including how they have been discharged in accordance with any performance management criteria.

4. Next Steps and Timetable for Implementation

- 4.1 Under protocols agreed between the Constituent Authorities, Northumberland County Council will provide an update report to the North East Joint Transport Committee on an annual basis.

5. Potential Impact on Objectives

- 5.1 The tasks reported in this document support the objectives of creating the best possible conditions for growth in jobs, investment and living standards, to make the North East an excellent location for business, to prioritise and deliver high quality infrastructure and to enable residents to raise their skill levels and to benefit from economic growth long into the future.

6. Financial and Other Resources Implications

- 6.1 For 2019/20, the funding for Transport functions in Northumberland County Council was given NECA as accountable body for the Joint Transport Committee, and the Joint Transport Committee in turn agreed to transfer the funding from NECA to the Council to cover the discharge of its transport functions.

7. Legal Implications

- 7.1 The 2018 Order requires that the two Combined Authorities establish a joint

committee for the discharge of their transport functions. In accordance with its powers as set out within the 2018 Order, the Joint Transport Committee has determined that a number of transport functions exercisable within the two county council areas are delegated to those councils. Responsibility for the functions, however, remains with the Joint Transport Committee; therefore, in accordance with the Joint Transport Committee's Standing Orders, the county councils are required to report to the Joint Transport Committee, on an annual basis, how they have delivered the transport functions delegated to them.

8. Key Risks

8.1 There are no specific risk management issues arising from this report.

9. Equality and Diversity

9.1 There are no specific equality and diversity issues arising from this report.

10. Crime and Disorder

10.1 There are no implications for crime and disorder arising directly from this report.

11. Consultation/Engagement

11.1 There are no specific consultation/community engagement implications arising from this report.

12. Other Impact of the Proposals

12.1 There are no other impacts arising from this report.

13. Appendices

13.1 None

14. Background Papers

14.1 The North East Combined Authority and North of Tyne Combined Authority Constitutions

Deed of Cooperation relating to the Transport Joint Committee and the North East LEP dated 31 March 2020.

15. Contact Officers

15.1 **Stuart McNaughton**
Strategic Transport Policy Officer
Northumberland County Council

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16. Sign off

- Head of Paid Service:
- Monitoring Officer:
- Chief Finance Officer:

17. Glossary

Appendix 1

North East Joint Transport Committee

Northumberland County Council Transport Activity Report

2019/20

Bus Service Network

1. Over the last 6 to 9 months both the supported and commercial bus network has been subject to significant challenges as a result of the COVID-19 pandemic, which has fundamentally changed the way that the bus network has functioned and is funded across both Northumberland and the rest of the Country. However, these COVID-19 challenges did not present themselves until March 2020, and as such for period covered by this report 1st April 2019 to 31st March 2020, the bus network was stable and Northumberland were able to discharge our transport duties as outlined below.
2. Northumberland has a diverse geography, including large areas of rurality, creating complex travel demands, which highlights the importance of public transport across our rural County. The local bus network plays a key role in the ambitions for Northumberland County Council in terms of providing essential access to employment, education, healthcare and service centres.
3. Most bus routes operating in Northumberland are run commercially without any input, subsidy or support from Northumberland County Council. This commercial network which covers approximately 80% of all services covers those routes that are profitable. The remaining 20% of services are either fully or partially subsidised by Northumberland County Council, these services would not operate without the ongoing support of the council.
4. The supported services comprise approximately 45 routes, or parts of routes, that cover mainly rural areas of Northumberland. These supported services include instances of services running commercially at popular/peak times, but where support is given to maintain journeys at other times (early morning and late evening for example). They also include support the County Council gives to key tourist services that help boost the local economy and safeguard the environment by ensuring that people can visit notable locations without needing a car. All supported routes are shown on Map 1 overleaf.
5. In February 2020 Northumberland County Council was successful in securing just over £250k from the DfT Supported Services Fund. These monies were intended to supplement the Council's own funding and allowed for an expansion in the number of routes supported and a range of enhancements on other supported services. Whilst several of these planned schemes have been implemented, others have been deferred as a result of the current COVID-19 pandemic.
6. Historically, criteria for subsidising bus services has been based on maximum subsidy per passenger and where these figures are exceeded the service concerned should not be provided i.e. it will be withdrawn. A more considered approach has now been implemented that looks at accessibility, integration and procurement to ensure services

deliver the maximum accessibility from the given budget. This approach has allowed us to realise substantial savings over the last five years with minimal disruption to the supported bus network.

	Supported Services Budget
Supported Bus Services Gross Expenditure 2019/2020	£1.3m* (Incl. £500k BSOG)
Funding available as of the 1 st April 2019	£1.3m

* In addition to the stated expenditure additional funding is provided by partner organisation to support specific services and a significant recharge from home to school transport for those elements of the supported bus network that are used to carry scholars.

Map 1: Bus services that are fully or partly subsidised by Northumberland County Council

an annual cost of over £15.1m (£9.5m mainstream & £5.6m SEN). Home to school transport policy is largely restricted to statutory criteria but free provision is made for children to enable them to attend a particular school on grounds of religion or belief. The school transport network covers all of Northumberland and substantial use is made of “feeder” transport (operated mainly by taxis) connecting into “trunk” services (operated by buses) at village hubs etc. A rolling programme of “clean sheet” area route review activity is undertaken on an annual basis which involves a complete re-design of the school transport network before a re-tendering exercise is undertaken. The order in which routes reviews are being undertaken at present is largely being dictated by school reorganisations. Historically, the County had a three-tier system of education in place, but this is evolving, and a substantial number of schools and academies have elected to transition to a two-tier system of primary & secondary schools. This has a major impact on the school transport network.

8. Northumberland County Council continues to provide free Post-16 transport after it was re-introduced in 2018/19 on the basis that a student is attending their local high school or FE college. Free travel continues to be available for Post 16 students with special needs.

Transport by Category	Pupils
Pre 16 mainstream	5,527
Post 16 mainstream	789
Pre 16 SEN	930
Post 16 SEN	148

2019/2020 Mainstream home to school transport spend (Post & Pre 16) **£9,565,850**

2019/2020 SEN home to school transport spend (Pre & Post 16) **£5,564,480**

9. Transport to special schools is provided free for eligible pupils at a cost of just over £4.5M. A significant number of students attend out of county establishments such as Percy Hedley School and Northern Counties School in Newcastle Upon Tyne, though the vast majority attend in-county provision. Most special schools in Northumberland are based in the south east of the County.

Concessionary Travel Scheme

10. Northumberland County Council participates in the government’s English National Concessionary Travel Scheme (ENCTS). The national scheme entitles pass holders who are resident in England to free off-peak travel (after 09:30) on local bus services throughout England. This scheme covers both disabled people and eligible older people.
11. In addition to the national scheme entitlements, Northumberland County Council also provides a number of local enhancements to the scheme. For example, pass holders can travel from 09:00 onwards on journeys beginning in Northumberland. Northumberland is also one of a few Councils to provide companion passes to eligible disabled persons. Companion passes allow an additional person to travel for free when accompanying a companion pass holder.

12. The costs of providing this scheme exceeded £4.6m for 2019/20. This represents a slight decrease on the previous year's outturn. Passenger numbers in 2019/20 have declined slightly reducing by 1% to 3.5m concessionary travel journey when compared with the previous year, this reduction is partly due to a contracting supported bus network and commercial networks, and the COVID-19 pandemic and associated restrictions that came into force late in the financial year.
13. 2018/19 saw the implementation of a new concessionary travel system, which is being delivered free of charge to Northumberland County Council for the first three years, funded via an underspend in the North East Smart Ticketing Initiative (NESTI), with NESTI members committing to funding the ongoing system costs in years four and five. The new system, which was implemented in December 2018, will be used to manage the 67,713 concessionary travel passes in circulation across Northumberland, the system also offers a self-serve model and an improved reporting tool, which has been welcomed by users.

Type of pass	Number
Senior	61,403
Disabled	4,729
Disabled with Companion	1,581

NESTI Smart Ticketing

14. The main aims of the North East Smart Ticketing Initiative Project were the introduction of a Region wide smart ticketing infrastructure on all public transport and the introduction of a single smart payment method accepted on all forms of public transport across the region.
15. Pop PAYG: Is now accepted on all public transport modes and operators across Northumberland. All Payzone merchants across the Northumberland can undertake PAYG top up transactions and Purple Pop cards are available for sale at selected Payzone merchants.

Community Transport

16. Community transport has a key role to play in the mix of transport solutions for Northumberland. Community transport is about providing flexible and responsive solutions to unmet local transport needs and often represents the only way in which particular user groups can access a range of essential services. Because community transport is regulated under different rules from 'conventional' bus services, it is particularly well placed to offer innovative solutions where commercial services are not available. As a result, it can provide the connectivity needed to get to a range of destinations for otherwise isolated or excluded groups of people, helping to develop sustainable communities and contributing to social inclusion.
17. There are a range of Community Transport operators in Northumberland, some offering

services without subsidy and support from the Council and others contracted by Northumberland County Council to deliver specific activities. Community Transport providers in Northumberland who currently deliver services under contract with Northumberland County Council:

- Adapt (North East), Burn Lane, Hexham
- NEED Ltd, Fire Station Houses, Alnwick
- WATBus Community Transport, Wansbeck Workspace, Ashington
- UCCT (Upper Coquetdale Community Transport)

18. As the commercial bus network continues to diminish in rural parts of Northumberland, more emphasis will be given towards Community Transport solutions. Users of community transport include people of all ages, disabled people, unemployed people, people in communities that don't have access to conventional public transport, children and young people as well as older people. Because community transport is embedded in the communities in which it operates, it is well placed to focus on specific local needs and on one-to-one help, providing both choice and quality of service.

19. Northumberland County Council was into the final year of a three-year contract to provide a Northumberland wide Get-about Car Scheme. The car schemes are delivered by volunteers who drive their own cars in return for mileage expenses. It is a demand responsive, flexible and accessible transport service for individuals and groups who cannot access public transport, due to mobility, illness, infirmity or restricted access. Adapt (North East) Ltd operate the volunteer car scheme across Northumberland. The volunteer car drivers are subject to an Enhanced CRB disclosure. Service users contact Adapt (North East) Ltd to book a journey with the scheme coordinators organising the door to door journeys. A 12-month extension to the current contract has been agreed to ensure the continued delivery of the Get-about Car Scheme through 2020/21 and build on the success of the previous scheme which saw 333 journeys provided.

Passenger Information Services

20. Since April 2016 Northumberland County Council has been in partnership with Nexus for the provision of passenger information services. As part of this agreement Nexus have delivered printed timetable information at over 850 stops in Northumberland, alongside a fully managed digital information offering. This digital offering includes:

- LiveTravel Map in Northumberland to deliver Real time via smart devices and a direct link through from the QR / NFC tags installed in Northumberland.
- Journey Planner and NaPTAN stop information will also be fully managed by Nexus on behalf of NCC.
- This partnership also allows NCC to benefit from any enhancements to Nexus systems in future months and years.

21. By entering into a partnership with Nexus we will deliver accuracy and consistency of information, especially on cross boundary trips between Northumberland and Tyne & Wear, whilst also delivering a vast improvement on the previous NCC offering. In particular, the inclusion of the Live Travel Map web-app where passengers can benefit from real time information at their fingertips is a step-change in passenger information delivery. This three-year contract which expired in May 2020 has been extended by a

further twelve months.

Passenger Focus

22. In Autumn 2019 Northumberland County Council commissioned Passenger Focus to undertake a Bus Passenger Survey on our behalf. The results of the survey were slightly disappointing with most metrics showing a reduction in performance when compared with previous years. However, performance across Northumberland is still above average when compared with other authorities.

Key Performance Measures	Northumberland County Council		
	2017	2018	2019
Overall experience: journey satisfaction	94%	89%	87%
Punctuality	83%	75%	78%
Journey Time	85%	89%	84%
Value for Money	65%	61%	61%

23. Northumberland County Council overall journey satisfaction outturn shows a reduction of 2% when compared with the previous year. One possible explanation for this could be due to the above average fares increases across the bus sector which would invariably affect users' overall satisfaction with the service.

24. Over the last few years Northumberland has seen a reduction in both the supported and commercial services, with the latest figures available showing total bus mileage in 2018/19 decreasing by 3.7% when compared with 2017/18, this decrease has manifested in reductions in the frequency of services and the removal of diversions into smaller settlements, which has reduced the public travel options for a number of our communities. Whilst urban areas continue to enjoy excellent transport links to major employment and leisure centre in both Northumberland and Tyne and Wear. The rural parts of Northumberland continue to rely on supported services and community transport to meet their public transport needs.

North East Joint Transport Committee

Date: 20 October 2020

Subject: Tyne and Wear Levy and Nexus Medium Term Financial Strategy

Report of: Managing Director, Transport North East

Executive Summary

This report provides an update in relation to Nexus financial performance, based on the position as at September 2020 together with forecasts to the year end to inform budget planning for 2021/22.

The report demonstrates that the financial outlook for Nexus remains challenging. Nexus has been and is still heavily dependent on continuation of Covid emergency financial support from central government and this is forecast to continue to be the case throughout 2021/22. The challenges posed by the pandemic have accentuated an already difficult financial position for Nexus, where an emerging budget deficit in 2021/22 has previously been reported.

The report highlights that although Covid emergency funding is, at this stage, only guaranteed until 26 October 2020, Nexus proposes to work from a scenario in which Covid support from government continues. In terms of budget planning at this stage both the Tyne and Wear levy and (non-Covid) central government grants are assumed to be frozen at 2020/21 levels next year.

Even with these assumptions there are underlying base budget challenges in 2021/22 and beyond that will need to be considered in due course to produce a sustainable balanced budget going forwards.

This report underpins the development of the Transport Budget Proposals 2021/22, which will be brought to the next meeting

Recommendations

The North East Joint Transport Committee is recommended receive this report for consideration and comment, which will inform the Transport Budget Proposals 2021/22 report from the NECA Chief Finance Officer to the next meeting of this committee.

1. Background

- 1.1 The Tyne and Wear Levy for 2020/21 was agreed by the JTC at its meeting in January 2020. The levy agreed was £61.1m, of which £59m formed the revenue grant to Nexus and £2.1m was retained to fund Tyne and Wear transport costs (primarily relating to the former Tyne and Wear Integrated Transport Authority). The following table shows Nexus' original budget for 2020/21, including its gross expenditure requirement for individual service areas together with fare and commercial revenues and government grant:

	Gross Expenditure £m	FUNDED BY:			% of T&W levy
		Commercial Revenue £m	Government Grant £m	T&W Levy £m	
CT - Statutory	35.8	0.1	-	35.7	61%
CT - Discretionary	3.3	0.5	-	2.8	5%
Metro	104.5	48.1	53.6	2.8	5%
Ferry	1.7	0.5	-	1.2	2%
Local Rail	0.5	-	0.2	0.3	-
Bus Services	15.9	2.2	1.2	12.5	21%
Bus Infrastructure	3.5	1.2	-	2.3	4%
Public Transport	1.5	0.1	-	1.4	2%
TOTAL	166.7	52.7	55.0	59.0	100%
Proportion of Gross Expend.		32%	33%	35%	

- 1.2 Whilst 35.4% of the gross expenditure by Nexus is funded by the Tyne and Wear Levy, the majority of this funding underpins statutory concessionary travel (61%) and subsidised bus routes and bus infrastructure (25%), with a smaller proportion funding discretionary concessionary travel (5%), the Metro (5%) and local ferry / rail services.
- 1.3 When the JTC approved Nexus' 2020/21 budget, it also considered the medium-term financial forecast, which assuming expenditure commitments remained in line with those being delivered in the current year and with no further growth or reduction in either Metro Rail Grant or the Tyne and Wear transport levy, showed the following:

	2020/21 £m	2021/22 £m	2022/23 £m
Forecast (Surplus)/Deficit before use of reserves	0	3.7	6.5
Planned use of reserves	0	(3.7)	(3.3)
Estimated Savings Required	0	0	3.2

- 1.4 Common with other public sector bodies, Nexus is legally obliged to set a balanced budget, hence the need to have a sustainable MTFs that does not rely on the use of reserves as a long-term measure. The Covid-19 outbreak has exacerbated the financial challenges Nexus has and the underlying budget deficit remains, even before the effects of Covid-19 are considered.

2. Proposals / Updated Position

The effects of the Covid-19 outbreak

- 2.1 The effect of the nationwide lockdown led to patronage on the Metro immediately declining by around 95%. The nature of Metro's operation is such that many of its costs are fixed and cannot be reduced at short notice. Therefore, during the lockdown period, the system was operating at a loss of approximately £0.9m per week, excluding costs associated with making the system Covid secure e.g. deep cleaning of trains and stations. A more recent partial recovery has seen this reduce to a loss of approximately £0.5m per week, although the recovery has since stalled because of the imposition of local restrictions in late September 2020.
- 2.2 In-depth discussions were held with the government over a number of months alongside transport authorities who were in a similar predicament caused by severe losses on their light rail systems. As a result, the government introduced a new short-term emergency grant called "Light Rail Revenue Restart Grant (LRRRG)". This grant covers all of Metro's Covid-related net losses. The grant provided to Nexus has been paid in three tranches, covering the period 16 March to 26 October. In total, £23.5m has been provided in LRRRG and this is subject to an audit process.
- 2.3 Given the partial recovery experienced to date, it is anticipated that the grant will cover Nexus' net losses in full up to 26 October 2020. The audit process established by DfT will help determine whether any grant needs to be clawed back. However, further support will be required after 26 October and representations are being made to government to extend this grant for as long as the Metro's fare and commercial revenues are negatively impacted by Covid-19 and social distancing requirements.
- 2.4 Bus services were similarly impacted by the national lockdown, and a government grant called "Coronavirus Bus Services Support Grant (CBSSG)" has been provided to commercial bus operators on a broadly similar basis to the light rail funding, although unlike LRRRG, CBSSG is now open-ended with a 10-week notice period and an explicit link to social distancing measures, meaning bus funding for commercial operators will definitely continue beyond 26 October 2020.
- 2.5 CBSSG was also predicated on an assumption made by government that local transport authorities (in this case Nexus) would continue to make payments for Concessionary Travel and Secured Bus Services at pre-Covid levels, even though those services were not being provided (as demand for them had evaporated). The JTC and TWSC have been briefed on this matter on several occasions over the last six months and for as long as LRRRG is being paid to Nexus, were broadly

satisfied that such payments were necessary and could be justified, given the extraordinary circumstances.

- 2.6 A separate bus grant aimed at local authorities to cover lost fare income on secured bus services was implemented at the same time, called “LACBSSG”. To date, Nexus has attracted £1.2m in LACBSSG to assist with fare revenue losses.
- 2.7 Nexus has however also had to contend with increased costs arising when various secured bus service contracts were renewed earlier in the year, together with the need to introduce additional buses for schools returning in the Autumn. The pressure that has arisen is around £0.6m in the current year, although part of this is being funded from grant allocated to the region by the Department for Education and from an earlier, pre-Covid grant support known as the ‘Better Bus Fund’.

Nexus Updated Forecast Outturn and MTFS Impacts

- 2.8 Nexus revenue monitoring and forecasts to year end (estimated at September 2020), shows the following:

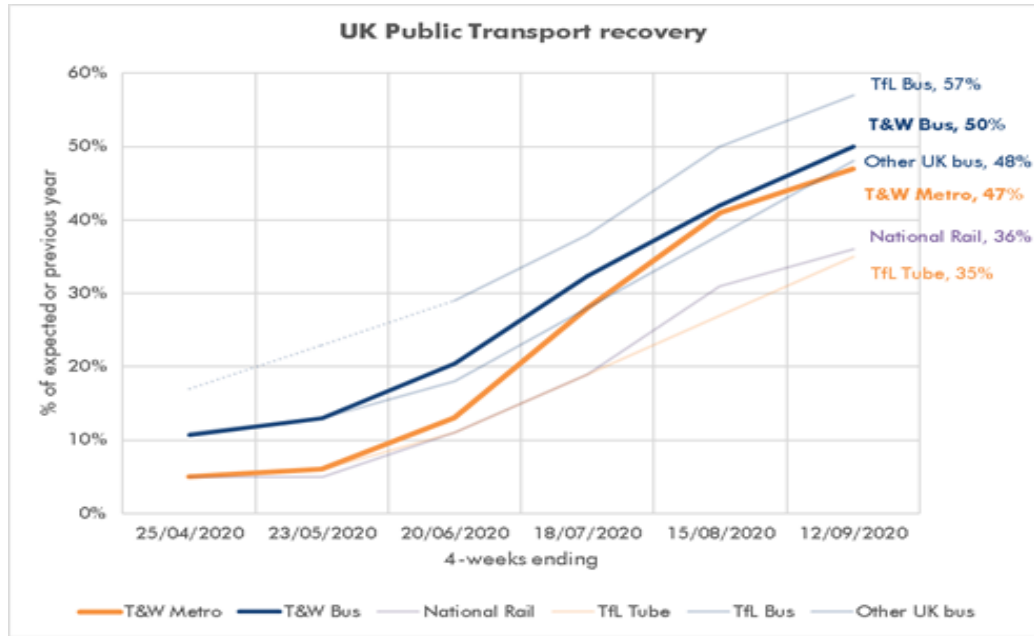
	ACTUAL to Sep			FORECAST to Year End		
	Budget £m	Forecast ¹ £m	Variance £m	Budget £m	Forecast ² £m	Variance £m
Metro	1.284	1.284	-	2.840	7.740	4.900
Bus Services	6.729	7.077	0.348	14.885	15.833	0.948
Other	18.659	18.807	0.148	41.275	41.575	0.300
Net Position	26.672	27.168	0.496	59.000	65.148	6.148
Levy / JTC	26.672	26.672	-	59.000	59.000	-
Variance	-	0.496	0.496	-	6.148	6.148

- 2.9 The above table shows a deficit of £496,000 to the end of the reporting period. In the event Covid emergency funding is withdrawn after 26 October 2020, a deficit for the year of £6.1m is forecast. A combination of the continuation of Covid emergency funding beyond this date, curtailing all non-essential expenditure and use of reserves in-year means Nexus will be able to balance its budget in 2020/21. Clearly, the major risk is that Covid emergency funding, particularly LRRRG does not continue after the third tranche of this funding expires on 26 October 2020.
- 2.10 The uncertainty of the shape of the UK recovery that lies ahead, together with government messaging about only using public transport where essential, makes projections and forecasts equally uncertain.
- 2.11 The following graph shows Nexus’ experience against other UK based operators, which shows how well Metro is doing in attracting back customers, even with local restrictions³:

¹ Including £16.4m Metro and £1.0m Bus emergency funding for COVID-19 applied to date

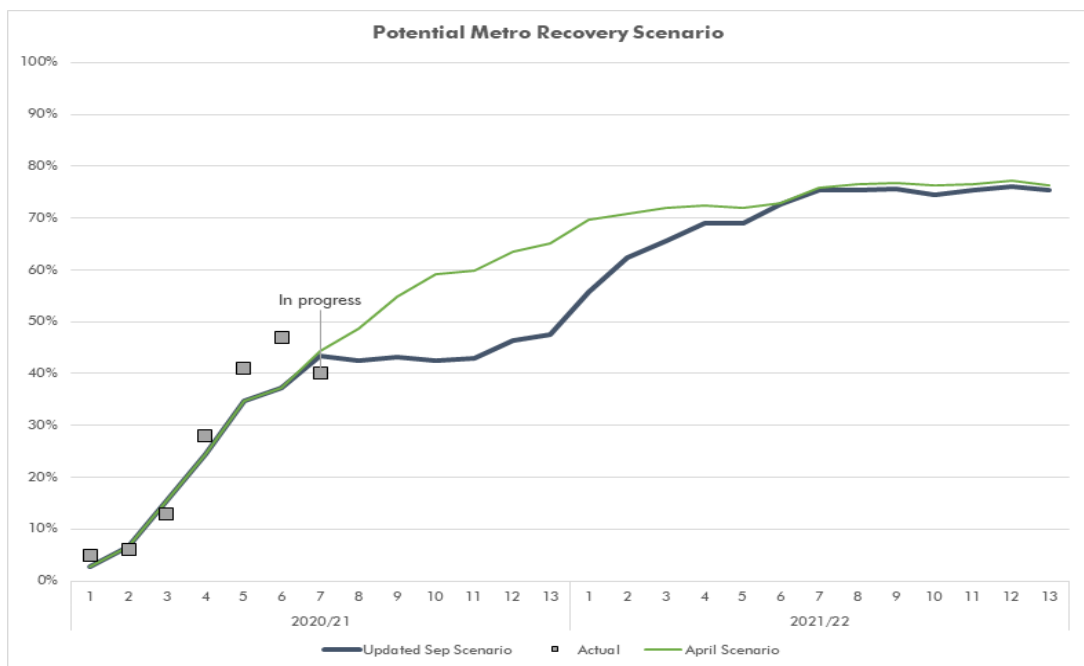
² Including £23.5m Metro and £1.2m Bus emergency funding for COVID-19 up to 26 October

³ Up to the point that local restrictions were imposed in September. The analysis broadly shows Metro’s experience lags European Metro systems but is broadly in line with North and South American Metro systems



2.12 The imposition of local restrictions in September has adversely affected recovery to the extent that passenger demand for Metro fell back to around 40% in late September, having broken through the 50% mark earlier in the month. Nonetheless, Nexus has identified potential scenarios based on current experience and from what is occurring elsewhere. Given this forecast is based more on a judgement than what has been observed in the past (because of the unprecedented situation that Covid has brought about), the forecasts will need to adapt as more information is available.

2.13 A likely scenario for the recovery in Metro patronage has been developed and is set out in the graph below. It shows the difference in the forecast having observed the reaction to the imposition of local restrictions in September:



- 2.14 Including all other sources of fare and commercial revenues, this would mean a potential gap in Nexus' income of between £16.5m and £22.0m per annum if patronage only reached between 60% and 70% of pre-Covid levels averaged across the year.
- 2.15 In the current year, the Tyne and Wear transport levy is £59m whilst a combination of ongoing (not Covid related) Metro Rail, Bus Service Operator and Rail Administration grants amount to £28.4m (of which the majority, £27.1m relates to Metro).
- 2.16 It is envisaged that at least this level of central government grant will still be available in 2021/22, although this is still dependent on the Spending Review outcome. It is uncertain however whether central government Covid emergency funding in the form of LRRRG and LACBSSG, will continue
- 2.17 The following table shows a potential worst and best case scenario for 2021/22, starting from the premise that in the best case scenario, all government emergency support continues to be paid throughout the year and the recovery in terms of patronage is at the higher end of current modelling, the previously agreed deficit of £3.7m will broadly remain⁴.
- 2.18 The table also shows the impact, in the event that LRRRG and LACBSSG does not continue in its current guise, the recovery in terms of patronage is at the lower end of current modelling and there is cut in local / central grants to Nexus,, of a savings gap of circa £30.1m. This would necessitate the consideration of difficult savings options to ensure the budget could be balanced. Given the scale of savings required, it is likely that they would impact significantly on service provision.

	Worst Case £m	Best Case £m
Nexus MTFs Underlying deficit 2021/22	3.7	3.7
Fare/Commercial losses	22.0	16.5
Local and central grants change (-5% or flat)	4.4	0.0
Covid emergency funding	0.0	-16.5
Nexus Revised deficit	30.1	3.7

- 2.19 Although Covid emergency funding is at this stage only guaranteed until 26 October 2020, Nexus is preparing its initial budget proposals for 2021/22 from the best case scenario in which Covid support from government continues and both the Tyne and Wear levy and (non-Covid) central government grants are assumed to be frozen at 2020/21 levels. This would make the projected deficit for 2021/22 broadly similar to the level previously forecast.

⁴ Nexus is undertaking analysis as part of its budget work for 2021/22 to determine whether this earlier forecast remains robust. Some of its fare and commercial revenue losses are not covered by government emergency support e.g. the ferry service between North and South Shields.

- 2.20 This planning assumption clearly demonstrates the importance of Covid emergency funding continuing, without which the consequences for Nexus' budget will be catastrophic (as shown in the worse case scenario above).
- 2.21 This (best case) budget planning assumption has been discussed with the Transport Strategy Board and subject to endorsement by the JTC, p will be used as the basis for developing the NEXUS budget for 2021/22 and the medium-term financial strategy.
- 2.22 In the absence of increased income, this will necessarily include consideration of efficiency savings and planned use of reserves. Savings proposals, likely to include service reductions will need to be developed although these will only be implemented in 2021/22 if the best-case planning scenario does not transpire. Options will most likely include a review of concessionary fares reimbursement and secured bus services, together with a review of the Metro and ferry timetables and the provision of public transport information and key facilities.

Population Updates – Tyne and Wear Levy Distribution

- 2.23 In accordance with the Transport Levying Bodies Regulations, the Tyne and Wear Levy for 2021/22 must be apportioned in line with the 2019 Mid-Year Population. The latest estimates show population increases in each Tyne and Wear council area except Gateshead, with increases in the relative population in Newcastle, North Tyneside and South Tyneside. On a cash freeze basis, this would give the following apportionment for the 2021/22 Levy:

	2018 Population	2019 Population	2020/21 Levy	2021/22 Levy	Movement
Gateshead	202,508	202,055	10,888,380	10,815,502	-72,877
Newcastle	300,196	302,820	16,140,834	16,209,202	68,368
North Tyneside	205,985	207,913	11,075,330	11,129,066	53,737
South Tyneside	150,265	150,976	8,079,396	8,081,370	1,974
Sunderland	277,417	277,705	14,916,061	14,864,859	-51,202
Tyne and Wear	1,136,371	1,141,469	61,100,000	61,100,000	0

3. Next Steps and Timetable for Implementation

- 3.1 Discussions will continue with Government with regards to continuation of the Covid grant support that is currently being received and for (non-Covid) central government grants to at least be frozen at 2020/21 levels.
- 3.2 The financial forecasts will be updated as further Government announcements, particularly the outcome of the Comprehensive Spending Review, are made and more detail will be presented to the JTC at its meeting on 17 November 2020, with

a view to recommending formal agreement to the budget and levies in January 2021.

4. Potential Impact on Objectives

4.1 The budget assumptions presented in this report is designed to support the achievement of the Transport policy objectives of the JTC in the Tyne and Wear area.

5. Financial and Other Resources Implications

5.1 The financial and other resource implications are summarised in detail in the body of the report where they are known. Further details which are developed as part of the budget development and consultation process will be identified in reports to the November 2020 and January 2021 reports to the JTC.

6. Legal Implications

6.1 The JTC must ultimately approve the transport budget and levies unanimously.

7. Key Risks

7.1 Appropriate risk management arrangements are put in place in each budget area. Should Covid emergency support from central government not be maintained there is a significant risk that Nexus' services will need to be reduced. Reserves are maintained to help manage financial risk, but the application of these to balance the budget is not a sustainable long-term solution and can only be considered as a temporary measure whilst savings or other efficiencies / sources of income are secured to ensure the base budget deficit position is addressed.

7.2 It is recognised that there are significant financial challenges facing local government too, which places pressure on the ability of the Tyne and Wear authorities to maintain let alone increase the levies for transport.

8. Equality and Diversity

8.1 There are no immediate equality and diversity implications arising from this report.

9. Crime and Disorder

9.1 There are no immediate crime and disorder implications arising from this report.

10. Consultation/Engagement

10.1 The NECA Constitution (in its role as accountable body for the JTC) requires that consultation on its budget proposals be undertaken at least two months prior to the budget being agreed. Nexus' budget proposals will feature as part of these proposals alongside the other Transport related revenue and capital budgets. This paper underpins the Transport Budget for 2021/22.

11. Other Impact of the Proposals

11.1 There are no other impacts arising from this report at this stage.

12. Appendices

12.1 N/A

13. Background Papers

13.1 N/A

14. Contact Officers

14.1 John Fenwick, Director of Finance and Resources, Nexus – 07500 993588
john.fenwick@nexus.org.uk

15. Sign off

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

16. Glossary

LACBSSG – Local Authority Coronavirus Bus Services Support Grant

LRRRG – Light Rail Revenue Re-start Grant

MTFS – Medium Term Financial Strategy

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North East Joint Transport Committee

Date: 20 October 2020

Subject: North East Transport Plan- Next Steps

Report of: Managing Director, Transport North East

Executive Summary

The purpose of this report is to update Joint Transport Committee on the recast timescales for the North East Transport Plan.

The revised timescales will enable the Transport Plan and accompanying Implementation Plan to be published March 2021.

The vision, principles and objectives were agreed by JTC in November 2019, reaffirmed by JTC in June 2020 and will remain unchanged.

Recommendations

The North East Joint Transport Committee is recommended to approve the timescales and draft structure for the Transport Plan as set out in the report.

1. Background Information

1.1 Development of the North East Transport Plan was paused to enable resource to be allocated to the development of the ‘Connected North East: Our Blueprint’ document. Now that the Blueprint has reached completion, development of the Transport Plan and accompanying Implementation Plan will resume.

1.2 As part of the Transport Plan development an informal engagement exercise, termed ‘The Big Transport Conversation’, will take place in October. The results of the exercise will inform the Transport Plan.

1.3 At Joint Transport Committee (JTC) in November 2019, the Transport Plan vision of ‘Moving to a green, healthy, dynamic and thriving North East’ was agreed alongside some accompanying Principals and Objectives.

On 9 June 2020 JTC confirmed that the Vision, Principals and Objectives of the Transport Plan still stand in the light of the Covid-19 crisis; and that interventions included in the Transport Plan should seek to preserve positive outcomes and contribute to the region’s economic recovery.

1.4 The approved vision and objectives are set out below:

Vision	“Moving to a green, healthy, dynamic and thriving North East”
Principles	<ul style="list-style-type: none"> • One total network • Look to the future • A great experience • North East pride and passion; and • Sound evidence and commitment to deliver for the region
Objectives	<ul style="list-style-type: none"> • Carbon- neutral North East • Overcome inequality and grow our economy • Healthier North East • Appealing sustainable transport choices; and • Safe, secure network

1.5 Timescales for the development of the Transport Plan have been recast and the

Approximate time period	Activity/Deadline
-------------------------	-------------------

approximate timescales are:

19 th November 2020-14 th January 2021	8-week consultation
January – early February 2021	Revise Plan to reflect comments from consultation
March 2021	JTC endorse final Plan for publication
March 2021	Transport Plan is published

2. The Big Transport Conversation

Joint Transport Committee are keen to hear what stakeholders and the public want to see from North East transport in the future and are inviting people to take part in 'The Big Transport Conversation'.

The aim of 'The Big Transport Conversation' is to engage with those who do not usually engage with us and raise awareness of the Transport Plan consultation. Participants will be invited to take part by uploading videos to the new TNE website, expressing their hopes and aspirations of how transport in the region can improve going forward. Digitally excluded people are also being approached and invited to take part in the conversation.

The Big Transport Conversation will form part of the consultation which will be launched in November.

3. Proposals

- 3.1 It is proposed that JTC approve the revised timescales for the development of the Transport Plan and agree the draft structure for the document.

4. Reasons for the Proposals

- 4.1 The proposed timescales will enable the Transport Plan to be published this financial year.

5. Alternative Options Available

- 5.1 Option 1 – The North East Joint Transport Committee may accept the recommendation set out in paragraph 2.1 above.

Option 2 – The North East Joint Transport Committee may not accept the recommendations set out in paragraph 2.1 above.

Option 1 is the recommended option.

6. Next Steps and Timetable for Implementation

- 6.1 Development of the Transport Plan and accompanying Implementation Plan will

continue, and the consultation draft of the Plans will be brought to JTC in November where approval to go out to statutory consultation will be requested.

7. Potential Impact on Objectives

7.1 The objectives for transport in our region are set out within the Transport Plan; steps towards the publication of the plan are therefore a positive move towards the achievement of those objectives.

8. Financial and Other Resources Implications

8.1 There are no financial or other resource implications arising from the report.

9. Legal Implications

9.1 The Joint Transport Committee is legally responsible for preparing a single Transport Plan for the area of the two Combined Authorities, NECA and NoTCA. There are no other legal implications arising directly from the recommendations in this report.

10. Key Risks

10.1 It is vital that the region has a strategic transport plan which sets out our aspirations and interventions relating to transport needs for all sectors of the region; delays to the development of the Plan could have negative consequences.

11. Equality and Diversity

11.1 Reduction of social inequality is a key goal of the plan and improved alternatives to car use will benefit all members of the community, as well as helping to address poor air quality, the effects of which are most acute for those with existing health conditions.

12. Crime and Disorder

12.1 One objective of the Plan is to improve confidence in safety and security for those using all modes of transport in the region.

13. Consultation/Engagement

13.1 Transport Strategy Board have been consulted on the proposals in this paper.

14. Other Impact of the Proposals

14.1 No specific impacts.

15. Appendices

15.1 None

16. Background Papers

- 16.1 Agenda Item 7 – North East Transport Plan, NEJTC, 19th November 2019
Agenda Item 7- North East Transport Plan Update, NEJTC, 17th March 2020
Agenda item 8- North East Transport Plan Update, NEJTC, 9th June 2020

17. Contact Officers

- 17.1 Tobyn Hughes, Managing Director, Transport North East,
tobyn.hughes@nexus.org.uk

18. Sign off

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

19. Glossary

All abbreviations have been explained in the body of the report.

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North East Joint Transport Committee

Date: 20th October 2020

Subject: Transport North East, Regional Transport Update

Report of: Managing Director, Transport North East

Executive Summary

Most of the region's Emergency Active Travel Fund (EATF) tranche 1 cycling and walking schemes are now complete with the remainder expected to be finished by the end of October.

Following the region's £15.678m bid to tranche 2 of the EATF in August for further cycling and walking measures a value for money statement was sent to the Department for Transport (DfT) on 3rd September. This advised that, based on an independent review, our proposals would provide high value for public money. A decision on the bid is expected shortly.

For the 8-week period up to 28th September the region received £1.86m in Local Transport Authority Covid-19 Bus Service Support Grant (CBSSG), distributed amongst our Local Transport Authorities (LTAs). Further funding is expected to be available to mid-January 2021.

The Tyne and Wear Metro is receiving Government funding support until the end of October, but no additional financial support is in place yet beyond that date.

The North East received over £1.5m in Government funding for home to school transport for the new term.

Highways England has published its £27.4bn Strategic Business Plan and Delivery Plan for 2020 to 2025.

Highways England has informed us that their application for Development Consent Order for the A1 in Northumberland: Morpeth to Ellingham scheme has been accepted.

The National Infrastructure Commission (NIC) Report on the Rail Needs of the North and Midlands is due to be published by November. Recommendations will be presented to the UK government to inform their Integrated Rail Plan, due to be published by the end of 2020.

An amended temporary timetable on local rail was introduced on 14th September increasing services and will run until 12th December.

A group of MPs, civic and business leaders from across the North and the Midlands wrote to the Prime Minister on 2nd October calling for the full delivery of HS2's Eastern Leg from Birmingham to Leeds, referring to a new report authored by the campaign group HS2 East which refers to the strong economic benefits of doing this.

The preferred network for Northern Powerhouse Rail (NPR) will be decided through a 'sifting' process that is about to begin, that will take forward three or four options for the business case. The TfN Board will be asked to consider the results of sifting in November, and it is expected that the options that may be taken forward will include the reopening of the Leamside Line (either full or partial) to divert freight away from the ECML.

Thirty-one regional transport schemes have been included in the TfN Economic Recovery Plan (ERP). The onward development and funding of these interventions is being considered as part of the Autumn statement.

The terms of reference of an independent review looking at union connectivity across England, Scotland, Wales and Northern Ireland were published by the Government on 5th October. The review, chaired by Sir Peter Hendy CBE, will make recommendations on how the UK government can level up transport infrastructure and improve connectivity between the 4 countries. It is expected to be published in the summer of 2021.

Improvements to the regional case for investment for round 1 of the Government's Restoring You Railway Fund are currently being made. No feedback has been given yet on the region's round 2 proposals.

The first meeting of the Northern Transport Acceleration Council (NTAC) took place early in September, and a follow-up meeting focusing on the North East took place in early October, Chaired by Baroness Vere and attended by several JTC members and local business leaders. The main focus of the discussion was on the need for the government to commit to upgrading the East Coast Main Line in our region.

Recommendations

The Joint Transport Committee is recommended to note the contents of this report.

1. Background Information

1.1 Emergency Active Travel Fund (EATF)

Tranche 1: The region successfully secured £2.262m from tranche 1 of the EATF in July. This was for temporary measures to reallocate road space to pedestrians and cyclists in order to make these travel modes safer and more convenient. Approximately £2m has already been spent and the majority of the 41 schemes have been completed. The remainder are expected to be completed by the end of October.

Tranche 2: On 7th August JTC submitted a regional bid requesting £15.678m from tranche 2 of the EATF. This was for further measures to support the reallocation of road space to pedestrians and cyclists, both permanent and temporary. A value for money assessment of all schemes has been carried out which showed that the schemes offer high value for money. The finds were submitted to the Department for Transport (DfT) ahead of the 11 September deadline. The outcome of our tranche 2 bid submissions is expected imminently.

1.2 Bus Services

Bus usage in the region had reached at least around 50% of pre-pandemic levels before further restrictions were put in place in September, but as a result of these usage appears so far to have fallen somewhat again. The gap between income and costs is being filled by:

1. Local Transport Authorities maintaining concessionary fare and tendered bus service payments at pre-Covid amounts, as requested by Government.
2. Continued emergency Covid-19 Bus Service Support Grant (CBSSG) from the Government to both bus operators and Local Transport Authorities. DfT have advised that its continuation is subject to 8 weeks' notice if circumstances change (i.e. the Covid-19 situation eases considerably).

Anecdotal evidence shows that compliance with wearing face coverings on public transport has been patchy. Bus operators launched a face coverings awareness week in late September and further measures will be investigated.

1.3 Tyne and Wear Metro

In May 2020, monthly patronage was 8% of the typical level. This is now around 40% of pre-Covid levels. Tyne and Wear Metro has now received £24.7m of funding support from the Government since May. However, the current funding arrangements from the Government expire in late October. Unlike government emergency support for buses (which is now a rolling fund), Metro funding faces

another “cliff edge” on 26th October. Nexus still faces a weekly deficit of around £500,000.

Both Howdon Satellite Depot and the Nexus Learning Centre were completed on 31st July, whilst work continues on the Fleet Replacement Programme.

On 16th September, a ‘Shape Your Metro’ consultation was launched on the fleet design.

1.4 Home to School Transport

The reopening of schools and colleges in September raised the prospect of significant additional challenges for the region’s transport network. Additional challenges included continuing social distancing requirements on public transport, uncertainty over how many people would be returning to work and how they would travel. However, thanks to considerable effort and effective partnership with bus operators in providing additional capacity, the return to school and college went more smoothly than would otherwise have been the case. The region received over £1.5m from the Department for Education (DfE) to provide additional home to school transport for the first half term of the new academic year but expenditure of around £2.2m has been incurred across the region. DfE have been informed of this and extra funding has been requested. DfE have now announced a further tranche of this funding which can be spent to keep this additional transport in place up until Christmas, but no indication has yet been received of the amount.

1.5 Highways England Strategic Business Plan and Delivery Plan 2020-25

In August 2020 Highways England produced its £27.4bn Strategic Business Plan and Delivery Plan for 2020 to 2025. The Plan outlines how Highways England will operate, maintain and improve the Strategic Road Network (SRN) over the next five years and beyond. The Plan is a response to the Government’s second Road Improvement Strategy (RIS2). It outlines how Highways England intends to improve safety and efficiency, deliver better and more reliable journeys, cut carbon emissions, and address those parts of the network that exceed legal limits for emissions of Nitrogen Dioxide (NO₂). The Plan is attached as Appendix 1.

The key objectives of the Plan are to:

- Improve the capacity and quality of our roads and prepare for a digital future through £14.2bn investment in road enhancement projects;
- Keep roads and structures in good condition and traffic flowing safely by spending £10.8bn on operations, maintenance, and renewals;
- Focus on safety, congestion, users, communities (including walking and cycling), the environment, innovation and modernisation by investing £936m through its designated funds programme;
- Develop pipeline schemes to be taken forward to construction in a future road period, beyond 2025 though an investment of £347m;
- Invest in the skills, capabilities and processes that Highways England staff

will need.

1.6 A1 in Northumberland: Morpeth to Ellingham

Highways England has informed us that their application for Development Consent Order for the A1 in Northumberland: Morpeth to Ellingham scheme has been accepted. Any representations made on the application must be received by the Planning Inspectorate by 30th October. Please see appendix 2.

The scheme proposes to widen the A1 in two sections: A1 Morpeth to Felton and A1 Alnwick to Ellingham.

1.7 National Infrastructure Commission (NIC) Rail Needs Assessment

The NIC are continuing to progress their Rail Needs Assessment for the North and Midlands to help inform the government's Integrated Rail Plan (IRP). An interim report was published in July confirming that improvements to existing lines such as the East Coast Main Line (ECML) are being assessed and are part of the review.

Regional roundtable meetings are continuing to take place to discuss views on the sequencing and prioritisation of interventions and investments. Members in our region have made it clear that the North East wants to see credible, timely and properly funded plans to upgrade the ECML between York and Newcastle included to ensure our region is properly linked in to the high-speed rail network as part of the Integrated Rail Plan (IRP). It has also been stated that the economic benefits of HS2 Phase 2b can be significantly improved if HS2 services run on to Scotland via the North East on the ECML north of Newcastle.

The NIC will publish the final assessment in the coming months and the recommendations will be presented to the UK government to inform their Integrated Rail Plan. The government intend to publish their plan by the end of this calendar year.

1.8 Local Rail Services

The local rail timetable has been gradually increasing and Northern has placed extra staff on the network. Although there had been a slight uplift in passenger numbers this is expected to be impacted by further Covid restrictions put in place in September.

An amended temporary timetable was introduced on 14th September and will run until 12th December. Northern will then move to a new timetable and consultation has begun with Local Authority partners regarding this. The December timetable uplift moves towards a 'business as normal' approach but not yet at levels of pre Covid-19.

Transformational improvements in local rail provision for the North East are being sought as an outcome of the Williams Rail Review. However, publication of the Government-commissioned review into the entire rail industry has been delayed

until at least the Autumn with a post COVID-19 review planned by the Department for Transport.

1.9 HS2 East

A group of MPs, civic and business leaders from across the North and the Midlands wrote to the Prime Minister on 2nd October calling for the full delivery of HS2's Eastern Leg from Birmingham to Leeds. In the letter, the cross-party group cites a new report, authored by the campaign group HS2 East, called 'Mind the gap: The role of HS2's Eastern Leg in bridging England's east-west divide.' The letter can be found in appendix 3 and the report in appendix 4.

The report demonstrates the stark social and economic inequalities between the Eastern and Western regions of the Northern Powerhouse and Midlands Engine. Signatories of the letter refer to HS2's Eastern Leg as being an essential investment to address these inequalities, highlighting the huge regeneration schemes it is set to catalyse across the North East, Midlands and Yorkshire, creating over 150,000 highly-skilled jobs. The letter also clearly states that all HS2 stages must be delivered in full, with both the Eastern and Western Legs built to the same timescale.

1.10 Northern Powerhouse Rail (NPR)

TfN's work on the Northern Powerhouse Rail (NPR) Scheme is reaching a critical moment as it develops its Strategic Outline Case to be submitted to the Government, as well as seeking to influence the outcome of the National Infrastructure Commission's work on an Integrated Rail Plan.

The preferred network for NPR will be decided through a 'sifting' process that is about to begin, that will take forward three or four options for the business case. The Leeds-Newcastle section of NPR is primarily the East Coast Mainline (ECML) potentially combined with a short section of HS2's Eastern Leg between Leeds and York.

The TfN Board will be asked to consider the results of sifting in November, and it is expected that the options that may be taken forward will include the reopening of the Leamside Line (either full or partial) to divert freight away from the ECML.

At its meeting on 17th September the TfN Board considered a report on phasing which is the order in which the full scheme will be delivered and built.

TfN's preferred phasing scenario would see some of the work on the ECML being put at the start, with some upgrades to the existing route in the first 5-year period (2025-30). This would include 140mph running York-Northallerton, and an upgrade to Darlington and Newcastle stations. Further work would follow in the next two five-year periods.

The JTC has always maintained that work on upgrading the ECML should come

first because not only is it an enabler for HS2 and other services as well as NPR, but it is also a relatively easy scheme by comparison with the highly intrusive and costly sections of new build line elsewhere.

1.11 Transport for the North (TfN) Investment Update

TfN has prepared an Economic Recovery Plan (ERP) demonstrating how investments across the North will provide an immediate economic boost and lay the foundations for advancing a long-term sustainable economy. The region submitted 31 projects for this plan, encompassing public transport, rail, highways, ticketing and strategic maintenance schemes. These are consistent with the connectivity blueprint that has been prepared. The pipeline of schemes is often referred to as the Northern Infrastructure Pipeline (a 30-year investment plan of infrastructure projects to underpin greener Northern growth). The onward development and funding of these interventions is being considered as part of the Autumn statement.

TfN has also prepared a Northern Transport Charter, focused on identifying key areas where, if granted further devolved powers and responsibilities, it might more effectively contribute to the delivery of the Strategic Transport Plan and Government policy initiatives. While governance and relationships between TfN and the new Northern Transport Acceleration Council need to be considered, the charter provides a solid foundation for future opportunities for devolved funding and delivery powers to ensure the ambition set out in the Strategic Transport Plan and Economic Recovery Plan are realised.

1.12 Union Connectivity Review

On 30th June 2020 the PM announced a review would be undertaken into union connectivity, exploring ways to improve connectivity between the 4 nations of the United Kingdom and bring forward funding to accelerate infrastructure projects. The terms of reference for this independent review were published on 5th October. The review will be chaired by Sir Peter Hendy CBE and will make recommendations on how the UK government can level up transport infrastructure and improve connectivity between Scotland, Wales, Northern Ireland and England.

Working closely with the devolved administrations, Sir Peter will look at road, rail, air and sea links, and options for how they could be improved to fuel the UK's recovery from the COVID-19 pandemic. It will make recommendations on whether and how best to improve connections, and whether that includes the need to invest in additional infrastructure by the UK government. The review will also consider the role of future technologies and assess the environmental benefits of current and future infrastructure. Final recommendations are expected to be published in the summer of 2021.

1.13 Northern Transport Acceleration Council

The first meeting of the Northern Transport Acceleration Council (NTAC) took place early September. Cllr Gannon and Mayor Driscoll were in attendance.

Key points to note are:

- NTAC is intended to accelerate development and delivery of infrastructure schemes across the North, removing obstacles and blockages where they exist;
- NTAC is linked to Project Speed, a Government initiative backed by the Prime Minister and Chancellor of the Exchequer to accelerate all forms of infrastructure investment;
- There are a large number of schemes across the North that need to be moved forward and the NTAC will be kept informed of progress.
- NTAC meetings provides direct access to Ministers.
- A Transport Acceleration Unit has been set up in DfT, reporting directly to the Secretary of State.

A follow-up meeting focusing on the North East took place in early October. The meeting was chaired by Baroness Vere and attended by Cllrs Gannon, Marshall and Mayor Driscoll along with the LEP Chair and local business leaders.

Several key issues were discussed, including the need for the government to commit to upgrading the East Coast Main Line in our region, Metro and local rail expansion, Sunderland station, and freeports.

1.14 Restoring Your Railway Fund

The region and its MPs have expressed considerable interest in accessing funding from the Government's Restoring Your Railway Fund, which to date has called for submissions in two rounds, with a third round imminent. Feedback on round 1 submissions has now been received and the North East will be making improvements to the case for investment. No response has been received yet regarding round 2 proposals. The region is awaiting a formal announcement of round 3 timescales.

1.15 Electric Vehicle (EV) Infrastructure Enabling Study, and Taxi and Private Hire Electric Vehicle Chargers

Through the North East LEP's Local Growth Fund, the region has been awarded £100,000 to undertake an EV Infrastructure Enabling Study which will set out the electric vehicle infrastructure the region needs in the next five year to meet the increase in EVs on our roads. Urban Foresight has been commissioned to undertake the Enabling Study, which will be complete by November. On completion of this enabling study, a budget of £500,000 is expected to be made available to install EV infrastructure at the most strategic sites.

Progress is being made on the installation of the ten rapid chargers for the taxi and private hire market at strategic locations in car parks and on street around areas of high taxi demand. Commissioning for nine of the ten chargers is due to complete in late October 2020. Work is continuing on the tenth charger and this will be brought in to operation as soon as possible. The delay is unavoidable due to the car park being reserved for use as a temporary Covid-19 testing station.

The project includes funding for engagement with the taxi trade to encourage the

uptake of EV's. This will take place through a series of online webinars, trials and workshops across a two-year period.

2. Proposals

2.1 This report is for information. Members are asked to note the contents of the report.

3. Reasons for the Proposals

3.1 This report is for information purposes.

4. Alternative Options Available

4.1 Not applicable to this report.

5. Next Steps and Timetable for Implementation

5.1 A Regional Transport update will be taken to the next JTC meeting.

6. Potential Impact on Objectives

6.1 Successful delivery of the various transport schemes and investment proposals outlined in this document will assist the JTC in delivering its objective to maximise the region's opportunities and economic potential.

7. Financial and Other Resources Implications

7.1 None.

8. Legal Implications

8.1 None

9. Key Risks

9.1 The risk of work streams not progressing in a timely manner may impact upon the region's ability to achieve its aspirations for improving transport.

10. Equality and Diversity

10.1 There are no specific equalities and diversity implications arising from this report.

11. Crime and Disorder

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

12. Consultation/Engagement

12.1 Many of the transport programmes outlined in this report have been the subject of consultation at a regional level.

13. Other Impact of the Proposals

13.1 No specific impacts.

14. Appendices

- 14.1 Appendix 1: Highways England Strategic Business Plan 2020-25
Appendix 2: Highways England A1 in Northumberland: Morpeth to Ellingham notification of accepted application
Appendix 3: Letter to the Prime Minister on HS2 East
Appendix 4: HS2 East Report: 'Mind the gap: The role of HS2's Eastern Leg in bridging England's east-west divide'

15. Background Papers

- 15.1 None

16. Contact Officers

- 16.1 Simon Jobe, Specialist Transport Planner, Transport North East Strategy Unit
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Tobyn Hughes, Managing Director, Transport North East
Tobyn.hughes@nexus.org.uk

17. Sign off

- Head of Paid Service:
- Monitoring Officer:
- Chief Finance Officer:

18. Glossary

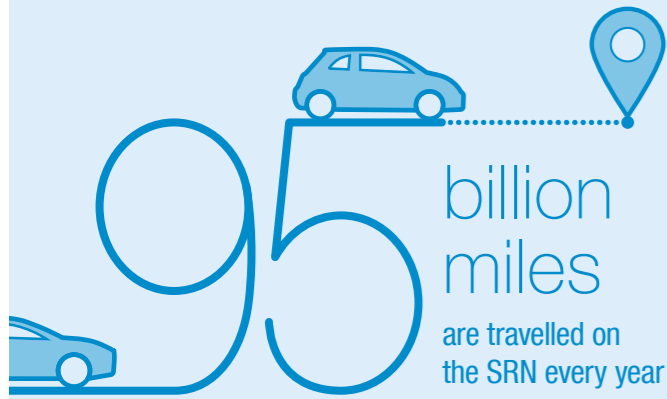
- 18.1 All acronyms or technical terms used are explained in the body of the report.

Strategic business plan 2020-2025

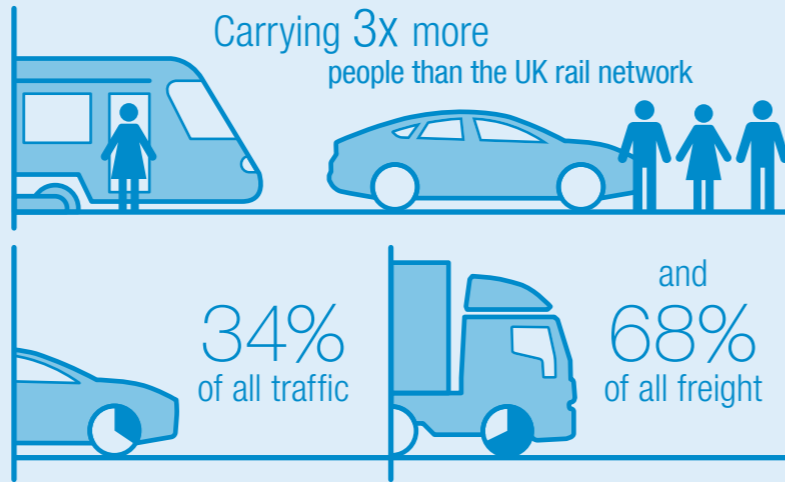


We are Highways England

People rely on our roads

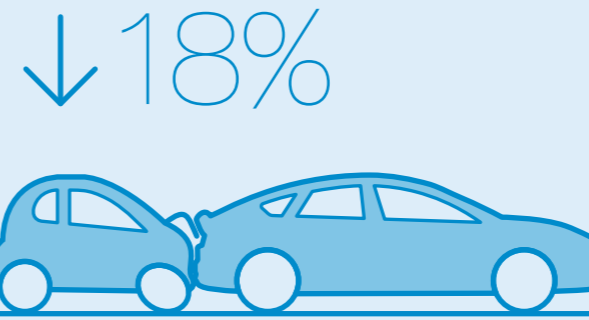


to connect people and drive the economy



Since 2015

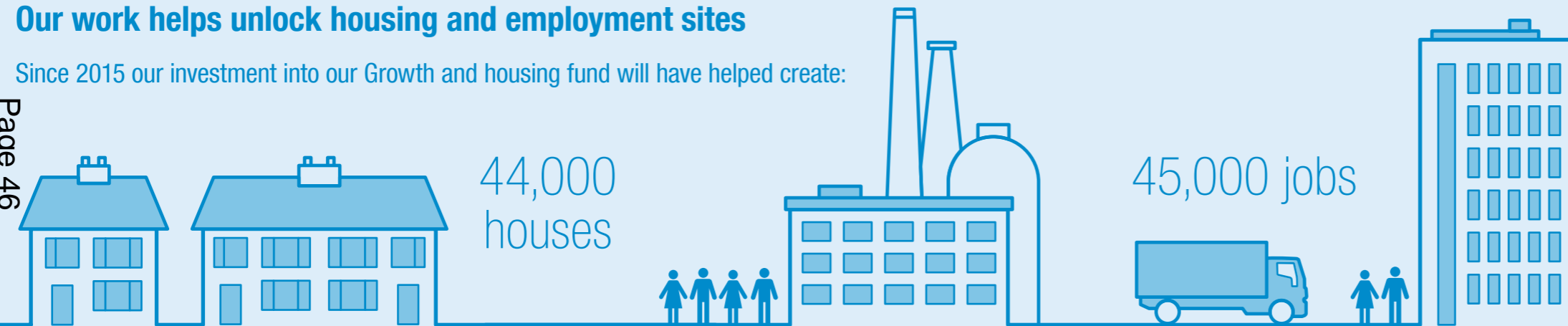
We have reduced the number of casualties on our roads by



Our work helps unlock housing and employment sites

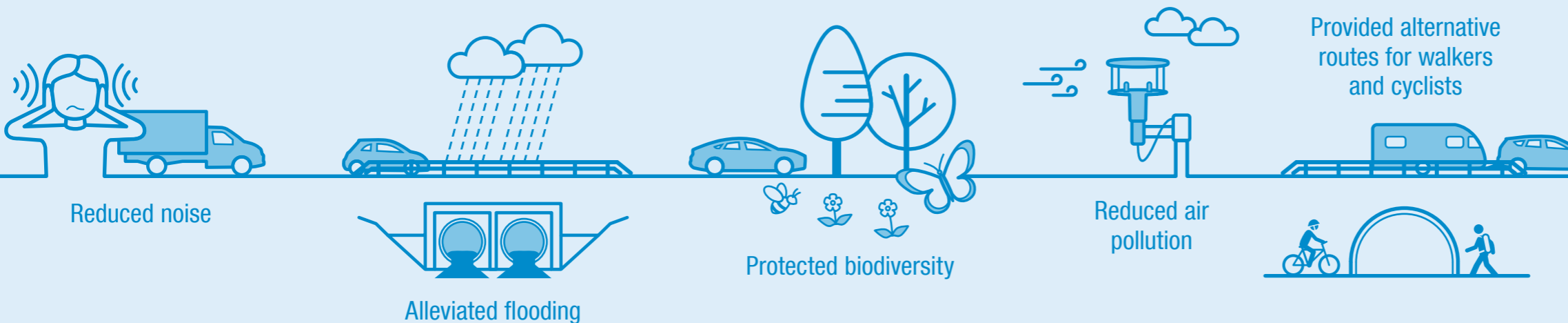
Since 2015 our investment into our Growth and housing fund will have helped create:

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We care about the communities that live near our roads

Since 2015 we have committed over £528 million to projects which have:



Since 2015, we have helped customers make safer and more reliable journeys on our roads. Our 4,300 miles of motorways and major A-roads help people travel from Berwick-upon-Tweed to Penzance, and from Carlisle to Dover. Everything we do, from designing our roads to clearing incidents, helps keep traffic moving 24 hours a day, 365 days a year.

As one of England's largest landowners, we have a strong focus on sustainability. We are proud of the work we do to look after the wildlife that lives alongside our network, and to protect and improve the environment for future generations. We work closely with local communities, making sure our roads benefit them.

We have opened 36 enhancement schemes for traffic since 2015. Some have helped connect communities to work. Others have stimulated economic growth and housing. Many have provided alternative routes for walkers and cyclists. All have helped to connect the country.

We are always innovating and looking at more efficient ways of delivering our projects, making sure we deliver value for money for the taxpayer. With demand for our roads set to increase, we are already looking ahead to make sure our network is ready for future generations.

The strategic documents at a glance

In the second *Road investment strategy* (RIS2), government set out their vision. They depict a safer, more reliable and greener strategic road network (SRN) that uses new technology, supports the economy and is integrated into the national transport network.

This document, our *Strategic business plan*, responds to and aligns with government's RIS2. It provides the high-level direction for every part of Highways England for the second road period (2020 to 2025), setting the outcomes we will work to deliver and the strategic priorities for our business.

This *Strategic business plan* is supported by our *Delivery plan*, which provides the detail of specific funding, activities and projects we will deliver over the five years. It also discusses how we approach efficiency and risk management. Our *Delivery plan* includes our performance framework, which brings together all our delivery aims for the second road period.

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Annex: Funding table



Jim O'Sullivan, Chief Executive, Highways England

Foreword

Our *Strategic business plan* sets out our approach to building on our work in the first road period between 2015-2020. It describes a balanced portfolio of investment to maintain and operate the strategic road network (SRN) safely, and provide new capacity where it is most needed. It sets out our commitment to protecting the environment and communities, while getting our roads ready to support future businesses, jobs and homes. Our work will improve journey times and reliability for the freight industry, and help drive the country's economy.

On 11 March 2020, as part of the Budget, the chancellor announced a £27.4 billion budget for investment in the SRN between 2020 and 2025. The publication of the government's second *Road investment strategy* (RIS2) on the same day provided more detail. It recognised the importance of the SRN to the economy, social wellbeing and connecting the country. It demonstrated government's confidence in our ability to deliver our challenging programme of activity, which we have now presented in this document. It is a big plan, and we are confident in our abilities to deliver it because of what we have achieved in the last five years.

Thinking back to how we were building roads five years ago shows us how far we've come. Traditional road design and build techniques that had not changed significantly for decades were the standard. But, on schemes like our flagship A14 Huntingdon to Cambridge*, we have introduced new practices which have transformed the industry.

Techniques like modular, off-site construction have helped reduce disruption to customers, increased the safety of our people and delivered benefits faster.

Having the certainty of long-term investment, and a schedule of committed schemes and targets, has helped us move away from managing the SRN as individual pieces of asset, such as tarmac, concrete, bridges and signs. We've reached a place where government considers our roads as a fully integrated system, and a part of the broader UK transport network. As a result, we can work better with our stakeholders and with our supply chain as partners. We offer much improved customer service, and we are starting to clear the back log of decades of under investment in the country's most important transport network.

The last five years have also presented challenges, and we've learnt much. We have balanced a programme of works to maintain our ageing network alongside the need to build new roads.

* The £1.4bn A14 scheme was delivered on time and on budget with a number of sections opening up to a year early.

We understand that a poor travel experience and delays on our network can have big impacts on individuals, businesses and communities.

We're taking our learning from our first five years into this new road period. Over the next five years, the safety of our road users and our people will remain our first imperative. We will reduce the number of people killed or seriously injured on the SRN by 50%.

We will also clear incidents more quickly and keep our roads better maintained. We will clear at least 86% of incidents within an hour and will make sure that 95% of our road surfaces meet our standards.

We will keep our customers well informed by making sure that at least 90% of the information we publish about roadworks is accurate. And we will be a good neighbour to those who live and work near our roads, doing even more to minimise our impact on the environment we live in.

We want our network to create a positive legacy for future generations. In this road period we will reduce our own carbon emissions and support government's ambition to achieve net zero carbon by 2050.

We will also use our data and knowledge to get ready for a fully digital era and the developments that will bring, such as digitally connected and autonomous vehicles.

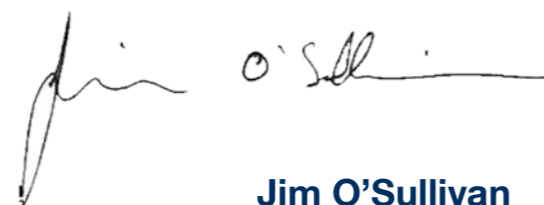
Building on the stakeholder partnerships we have developed through our Designated Funds programme, we will work with others so our projects have even bigger benefits for the communities alongside our roads. And by working with organisations such as sub-national transport bodies, we will make sure that every part of the country feels the benefit of our work.

We'll do all of this and deliver efficiencies of £2.23 billion, providing even better value to the taxpayer than achieved in the last five years.

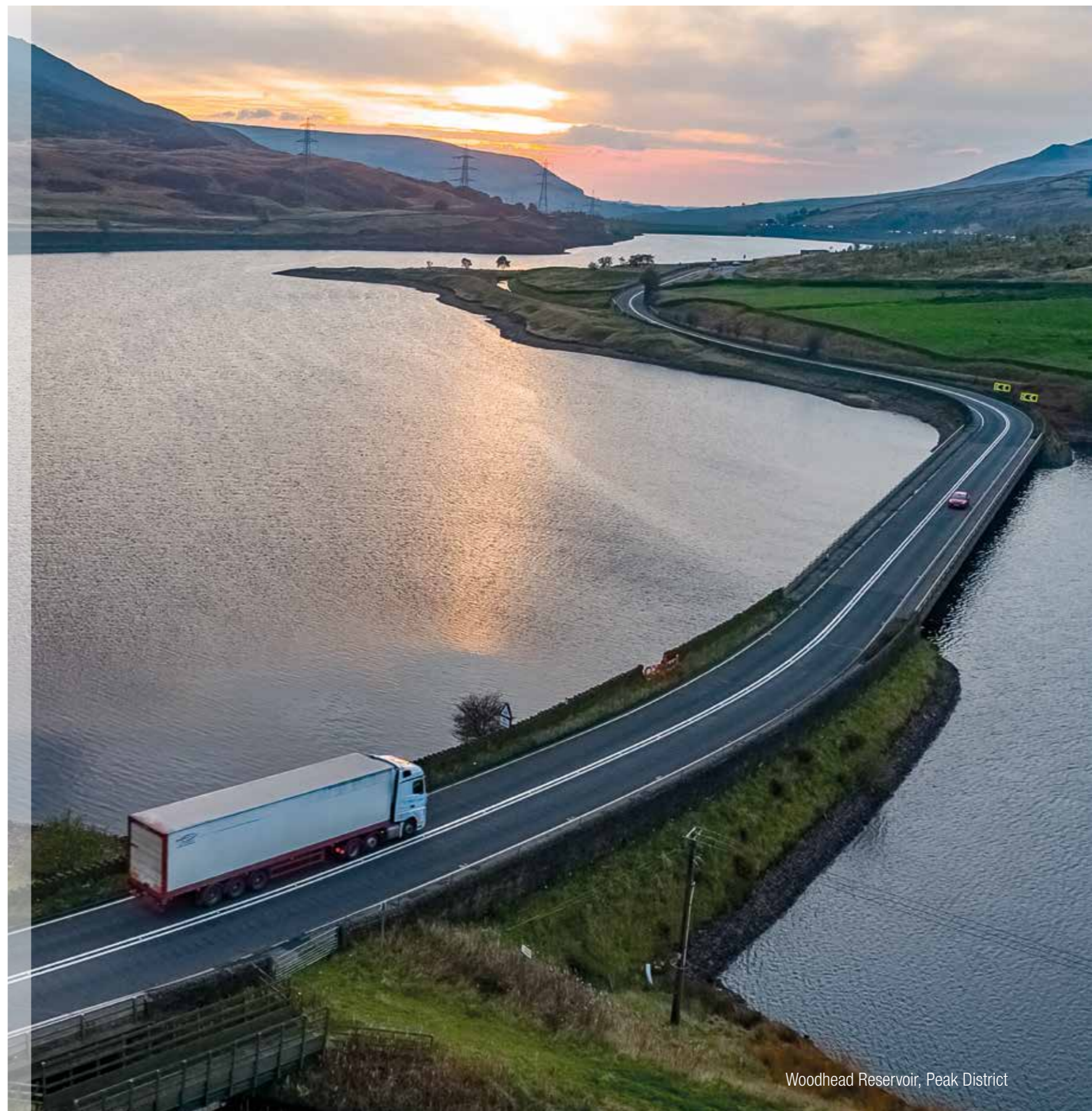
Looking further, we will develop our plans for the third road period and beyond. By working closely with our supply chain, we will understand the challenges they face, and make sure they are equipped for the future.

We have set out more detail about how we will achieve all of this in our *Delivery plan 2020-2025*, which is published alongside this document.

We know that society faces complex challenges over the next decade and beyond. How, for example, we can improve air quality, cut carbon emissions and improve biodiversity as part of a vibrant, forward-looking economy. Our aim is to create a sustainable SRN that meets the future needs of our stakeholders, road users, communities and the environment we live in.



Jim O'Sullivan



Woodhead Reservoir, Peak District

What our customers can expect

Over the second road period

Responding to government's RIS2, we have developed a clear programme for the second road period. We will balance our funds across enhancements schemes and operating, maintaining and renewing our roads. We will use our designated funds to address issues beyond the traditional focus of road investment, including to help reduce our carbon footprint. Our whole programme will keep the country moving and create greater capacity to connect businesses, families and friends. We will help sustain up to 64,000 construction industry jobs and enable growth and housing, as well as supporting regional and national economies.

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Safer roads

Safety remains our first imperative. Our ambition over the second road period is to ensure our network is safe, dependable and durable. We aim to at least halve the number of people killed or seriously injured on our roads by the end of 2025, against the 2005-2009 annual average baseline. Achieving this target will keep us on course to reach our goal of zero harm on our network by 2040.

Responding to Covid-19

Our plans were developed before the outbreak of Covid-19, and we remain committed to delivering them.

Throughout this unprecedented time, our network has remained open. Working in line with government advice, we have kept our customers, people and suppliers safe, enabled essential travel, undertaken critical maintenance and progressed our schemes.

This has supported the construction industry and kept our roads ready for normal levels of traffic. If, over time, Covid-19 affects our ability to meet our targets or means we need to update our plans, we will set out relevant changes in our annual *Delivery plan update*.

Well-operated and maintained roads

Operating, maintaining and renewing our network will remain the bedrock of our activity, and we have made £10.8 billion of funding available for this purpose. We will work to keep our roads running safely and smoothly, and our customers informed and prepared. We will ensure that our assets, including everything from bridges to roadside signs, are well maintained, and that we protect the surrounding environment. We will increase investment in renewals activity to pre-empt problems, particularly across concrete roads, our largest structures and safety barriers.

How we run our network

Investing in our people and our organisation to develop new technology and further improve our capabilities and information systems.

Designated funds

Delivering projects which will have wider benefits for customers, neighbouring communities, the environment and the economy, and addressing issues beyond the traditional focus of road investment.

Scheme development

Preparing for the third road period and planning for a network that meets the future needs of the country, our customers and neighbouring communities.



£1.1bn



£347m



£936m

£27.4 billion
to invest in the
second road period*



£10.8bn

Operations, maintenance and renewals

Repairing and replacing our road surfaces and other assets, such as bridges, barriers and signage, while keeping traffic moving on our roads, 24/7, 365 days a year.



£14.2bn

Enhancement schemes

Investing in large and often complex schemes to improve the quality and capacity of our roads, while also preparing for a digital future.

*Figures do not add up due to rounding. See funding table on page 47 and the *Delivery plan* for a full description of our activities.

Enhancement schemes across the country

We will invest over £14.2 billion in enhancements schemes across the next five years, providing a benefit of £27 billion to customers, local communities and the wider economy. These benefits will come from improved journey times and access to employment and housing developments.

We plan to open 25 schemes started in the first road period, begin construction on 12 new schemes, and develop over 30 pipeline schemes. Every part of the country will see the positive effect of our investment. We will improve connectivity and enable safe, reliable and timely journeys. By responding to local growth priorities and increasing productivity, we will also help government build a stronger, more balanced economy.

We will consider the environment in all parts of our schemes, from design through to delivery. Our aim is to achieve no net loss of biodiversity through our activities, as well as to tackle air and water quality, improve our carbon footprint and reduce noise pollution.

Addressing issues beyond the traditional focus of road investment

In the second road period, our designated funds will help us deliver improvements in a range of areas, from conserving cultural heritage to strengthening flood resilience. They will also help us improve integration and support walkers, cyclists and horse riders. We will use the themes we set out in our long-term vision, *Connecting the country*, to guide our funding of innovation.

We will work flexibly with customers and stakeholders to invest these funds where they are most needed over the next five years.

Our designated funds:

- Safety and congestion fund
- User and communities fund
- Environment and wellbeing fund
- Innovation and modernisation fund

Improved integration with wider transport infrastructure

We are working collaboratively to improve integration with wider transport infrastructure across the country. This will help our customers travel more easily, support businesses to operate more effectively, and provide better access to ports and airports. Our schemes will improve resilience and connections between ports, helping prepare for the forecast increased demand for freight capacity. Over 27 million vehicles are also forecast to use our flagship Lower Thames Crossing in its first year of operation, 4.5 million of which will be heavy goods vehicles (HGVs).

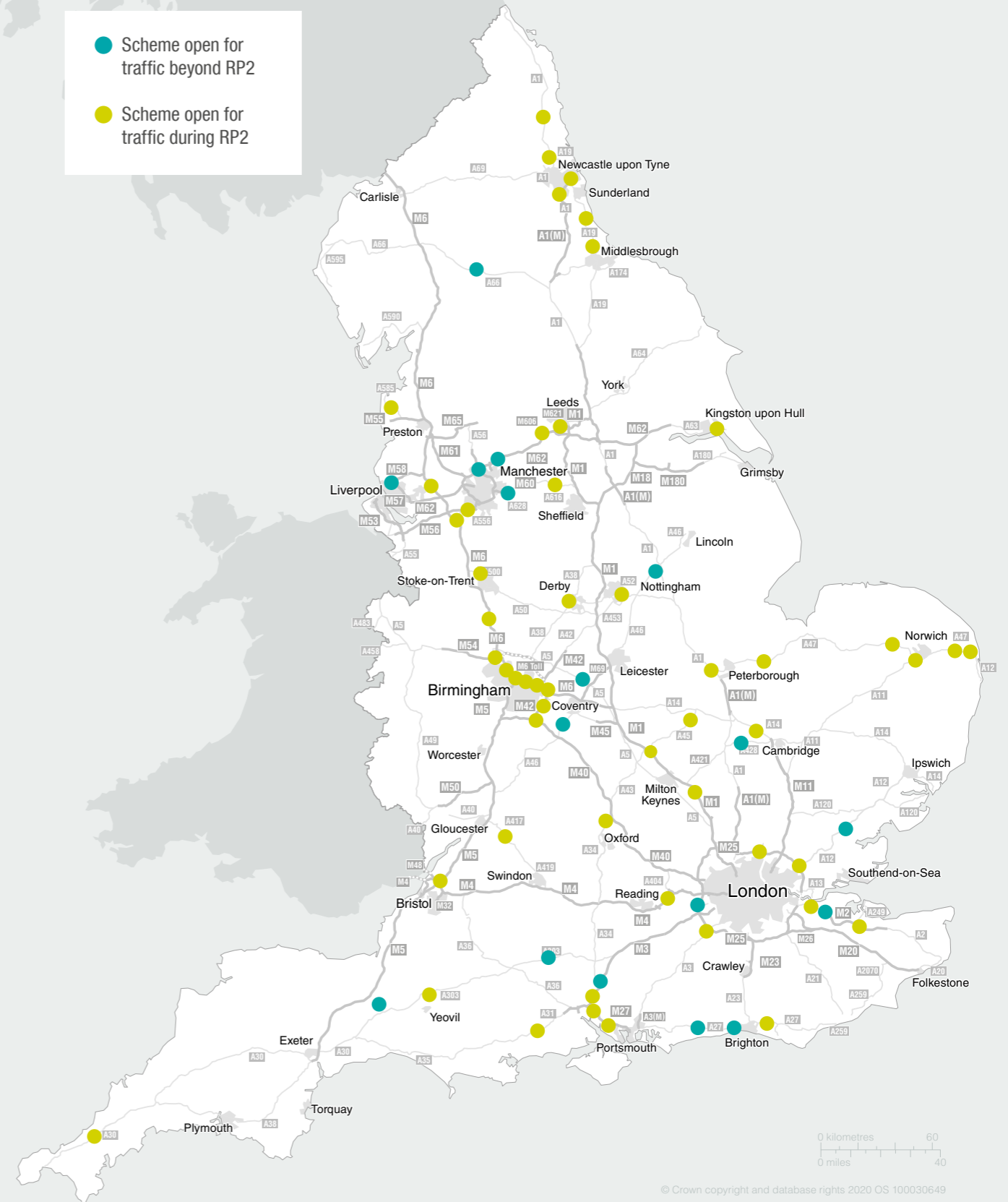
Efficient, cost-effective delivery

We expect to achieve £2.23 billion of efficiencies in the second road period through a variety of innovations and improvements. This will mean that our customers will see even more investment for their money than has been possible in the past. With funding now directly linked to the money that people pay through vehicle tax, we recognise that efficient delivery, alongside excellent customer service and responsiveness, is more important than ever.

Enhancement schemes

For the full scheme list, please read our *Delivery plan*.

- Scheme open for traffic beyond RP2
- Scheme open for traffic during RP2



Smart motorway stocktake

In March 2020, government published its *Smart motorway safety evidence stocktake and action plan*. Government supports smart motorways as a safe and effective way of providing faster and more reliable journeys, recognising that they reduce the disruption and destruction otherwise needed to widen our busiest roads.

Government want smart motorways to be even safer than conventional motorways. We will directly deliver 17 of the 18 actions in the stocktake and will support the Department for Transport (DfT) in delivering the remaining one. These actions focus on making smart motorways even safer and increasing public confidence.

Working with DfT, we have developed a package of measures. While still in our programme, we have rescheduled schemes to prioritise the stocktake actions. We have set out scheme dates in our *Delivery plan*, along with more details about what we are doing to make smart motorways even safer.

We have already started delivering the stocktake actions and show completion dates below. They are being taken forward as a priority and we will meet all the deadlines in the action plan. We will seek to minimise disruption on the network, for example, by installing new signs and enforcement cameras, when we have planned road closures in place for other activities.

The actions we will take are set out below:

We will end the use of dynamic hard shoulder motorways, upgrading them to all lane running by converting the hard shoulder into a permanent traffic lane. **We will upgrade all existing dynamic hard shoulder motorways by March 2025.** We know that some road users are not

always clear whether the hard shoulder is in use on dynamic hard shoulder stretches of smart motorway; all lane running will provide a more consistent experience for motorists.

We will roll out stopped vehicle detection to existing all lane running smart motorway by the end of March 2023 with a clear public timeline. We have already trialled this system on two smart motorway sections of the M25. The system uses radar technology to detect stationary vehicles. It can alert a control centre operator, who can see the incident on camera, close lanes and dispatch traffic officers. This will help motorists who do have a live lane breakdown and are unable to get to an emergency area. **By December 2020 we will also complete a large-scale trial of a system that analyses CCTV images.**

The trial will identify the viability of using our CCTV coverage on smart motorways to provide another option alongside stopped vehicle detection.

We will make changes to traffic officer patrols on smart motorways where the existing spacing between safe places to stop in an emergency is more than one mile.

Our aim is to reduce attendance time from an average of 17 minutes to 10 minutes, and to reach those who need assistance quicker. Roll-out will start as soon as possible, with full coverage of the relevant elements on our network by July 2021.

We have already implemented a design standard that reduced the distance between safe places to stop in an emergency to a maximum of one mile.

We now propose that, where feasible, the maximum spacing should be three quarters of a mile. This new standard will be applied to future schemes when they enter the design stage from November 2020.



M42 junction 3a, Warwickshire

We will construct ten additional emergency areas on the M25 by December 2020. These will be on the sections of smart motorway with a higher rate of live lane stops, which coincides with the biggest spacing between places to stop in an emergency. We will closely monitor and evaluate the impact of these additional emergency areas on the level of live lane stops.

Following the installation and evaluation of the ten additional emergency areas on the M25, we will review by March 2022 the impact of a national programme for installing more emergency areas on existing smart motorways. This will build on lessons learnt from the M25 programme around the practicalities and impact of additional emergency areas on an operational smart motorway, as well as the wider implications of a national programme.

We will continue to monitor our network, as per our licence agreement. Should a cluster of road traffic accidents be identified, we will investigate and, where required, take action.

Some existing emergency areas are narrower than the current 15 foot standard when measured from the edge of the carriageway, although they are still significantly wider than a traditional 11 foot hard shoulder. **We will evaluate all existing emergency areas identified to be less than 15 foot standard by October 2020, and if feasible and appropriate, widen to the current standard.**

We have updated all existing emergency areas on our smart motorways to have a bright orange road surface and dotted lines, as well as better and more frequent signs on approach showing where to stop.

We will investigate what more can be done on the M6 Bromford viaduct and sections of the M1 identified in the stocktake. We will assess these sections to understand contributory factors and consider if there are potential further suitable interventions by November 2020. This work is already underway and we will share findings with DfT before the end of this year.

We will also continue with our ongoing safety monitoring to evaluate whether existing and new smart motorways are as safe as, or safer than, the conventional motorways they replaced. We will provide annual reporting from October 2020.

We will install more traffic signs between places to stop in an emergency. By March 2023, these will typically be between approximately 330 and 440 yards apart.

To improve public perception and increase understanding of driving on motorways without hard shoulders, including smart motorways, we will develop a multi-channel 'emergency aware' driver campaign.

We will work in partnership with DfT as well as other key stakeholders, including the recovery and insurance industry, Driver and Vehicle Standards Agency and the police. The campaign will include an advert to be aired across prime-time television, video on demand, radio, out of home and social media advertising. We will launch the campaign once traffic levels have stabilised following the impact of Covid-19.

Using our stopped vehicle detection system, **we plan to roll out the automatic display of a 'report of obstruction' message.** This will warn oncoming drivers of a stopped vehicle ahead. We are already trialling this on the M25, and expect to start the full roll-out of automation by the end of 2022.

We will make information available to SatNav providers to allow identification of emergency areas on their systems, if requested. We will work with providers and create a database of our emergency areas to enable them to use and display the information. **We will provide location information to SatNav providers by March 2021.**

We will engage with car manufacturers by November 2020 to understand how we can help build greater awareness and understanding of 'eCall' or SOS buttons.

Increasing numbers of new cars come with these buttons, which can be used to call for help in the event of a breakdown or emergency anywhere on the roads, not just on smart motorways.

The law has now changed to enable automatic detection and enforcement of 'Red X' violations using cameras. The vast majority of drivers comply with Red X signs but, for the very small minority who do not, the police have the powers to prosecute. The penalty is three points on the driver's licence and a £100 fine, or the driver can be referred to an awareness course. We have already started the work, and **we will complete the upgrade of all existing smart motorway enforcement cameras (known as HADECS3) by July 2023 to automatically detect such violations and enable Red X enforcement.**



M6, West Midlands

We will lead the update to the Highway Code to provide more guidance for motorists on smart motorway driving, including emergency area signage. This will require close working with DfT and the Driver and Vehicle Standards Agency. We expect the updated Highway Code to be published by March 2022.

In March 2020, we signed a partnership agreement to unite with the independent recovery industry. The agreement sets out several initiatives. These include identifying opportunities for how we can support recovery operators' safety through educational material and information promoting safe working practices on the SRN. **We will undertake a review of our current touchpoints and activities with the recovery industry, and develop a plan for improving engagement and partnership working by September 2020.**

We will also support DfT with their review of whether recovery vehicles can use red flashing lights.

Our roads are already some of the safest in the world. The stocktake has been a welcome opportunity to review the evidence on smart motorways and look at where there are opportunities to improve. We will continue to evaluate the effectiveness of all these measures as part of our standard evaluation processes, and work towards our aim of zero harm on our network by 2040.

Over the long term

While planning for the second road period, we also looked to the future. While no one can forecast with absolute certainty, we undertook extensive research and consultation to understand the likely future and our role within it. We used this information, and government's strategic vision, to set out how we will make our roads work better over the short, medium and long term.

Planning for the future

We expect, and are planning for, technological advances over the next 30 years that will revolutionise transportation, road travel, and personal and commercial mobility. The rise of connected and autonomous vehicles, for example, is likely to radically change travel as we know it. Connected systems promise better information direct to users, while autonomy could increase people's mobility, reduce incidents and improve national productivity. Our roads, our infrastructure and even our ways of working will need to change to embrace and enable this new way of travelling.

In *Connecting the country*, published in December 2017, we identified the trends that will shape the SRN and influence our operations over the next 30 years and beyond. Following widespread research and consultation, we grouped these trends into three areas: demand, infrastructure and vehicles.

Using these trends, we explored the potential future scenarios that might occur and what we believe is most likely to happen. We have considered how our network may need to change to reflect this possibility. We have also worked through the practical steps that we expect to undertake over the short, medium and long term.

Laying the foundations for digital roads

We are already working with others in the road sector and beyond to prepare for a fully digital age. Our ambition is to integrate digital technology into every aspect of our project life cycles, from scheme design through to construction and operation. We are laying the foundations for connected vehicles and enabling two-way communication between roadside infrastructure and in-car devices.

Demand

Demographic and usage shifts



On-demand consumption



Connectivity

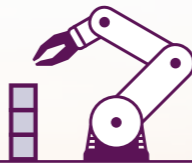


Infrastructure

Smart assets



Construction innovation



Reducing impact, increasing resilience



Vehicles

Electrification



Connectivity and autonomy



Mobility as a service



What do we mean by digital roads?

Digital roads is a concept based on using connectivity, data and technology to improve the way the SRN is designed, built, operated and used. We will invest in our digital capabilities to drive fundamental shifts in the way we work across three core areas. This could lead to providing better information directly to customers based on real-time data, an increase in remote asset monitoring, and further efficiencies in project design and delivery.

Our vision

1. Digital for customers

Our customers will increasingly be given high-quality information without having to seek it out. Trusting the information we provide, our customers will feel safe, better informed and in control of their journeys.

2. Digital operations

Our operations will use data to drive increasingly pre-emptive interventions, leading to a safer, smoother running network with increased asset life and reduced asset failure.

3. Digital design and construction

Our activities will be increasingly automated, modular and conducted off site. This will result in safer production, increased productivity, reduced disruption on our roads, and smoother journeys for our customers.

Our performance goals

Commitments

Our performance framework for the second road period brings together all our delivery aims for the next five years, including those from government's RIS2, into one place. It will provide the basis for monitoring by the Office of Rail and Road (ORR), along with our *Delivery plan*. We have built this framework based on research, insight and consultation, as well as from observing best practice in other sectors. We have worked closely with Transport Focus, recognising their role in representing the interests of our customers.

Our framework covers the following areas:

- Key Performance Indicators (KPIs), with targets used to measure the service we provide.
- Other indicators that we will report on every year to demonstrate performance.
- Commitments without a numeric measure.
- Government's RIS2 enhancement schemes and their key milestones.
- The Designated Funds definition list.
- A summary of our key asset renewals.
- A list of protocol services that we carry out for government, such as maintaining the national strategic salt stock.

This framework will enable monitoring and measurement of our activities in a fair, balanced and transparent way. We will use it to demonstrate the progress we make across projects and services, and the performance we provide in areas that are important to our customers and stakeholders.

Outcomes

As agreed with DfT, Transport Focus and ORR, our framework reflects how we will deliver the following six outcomes:

- 1 Improving safety for all
- 2 Providing fast and reliable journeys
- 3 A well-maintained and resilient network
- 4 Delivering better environmental outcomes
- 5 Meeting the needs of all users
- 6 Achieving efficient delivery

These outcomes respond to and align with government's priorities, as set out in RIS2: a network that supports the economy; a greener network; a safer and more reliable network; a more integrated network; and a smarter network.

In the rest of this document, we have set out under each outcome our priorities for the second road period and some of the key activities we will deliver to make progress towards them. These priorities also provide the foundations for the strategies we will develop across our business.

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Our KPIs

<p>1. Improving safety for all</p> <p>At least a 50% reduction in the number of people killed or seriously injured on the SRN by the end of 2025, compared with the 2005-09 average baseline.</p> 	<p>2. Providing fast and reliable journeys</p> <p>Ambition that average delay per mile driven will be no worse by the end of RP2 compared to the end of RP1.</p> 	<p>97.5% of lanes free from closures caused by roadworks in 2020-21. Revised metric and target for remaining years of RP2.</p> 
<p>3. A well-maintained and resilient network</p> <p>95% of road surface in a condition that requires no further investigation for maintenance for years 1 and 2 of Road Period 2.</p> 	<p>Achieve 86% of motorway incidents cleared within one hour, based on 24-hour coverage.</p> 	<p>5. Meeting the needs of all users</p> <p>82% road user satisfaction score for first two years of RP2 with year-on-year increases in the following years.</p> 
<p>4. Delivering better environmental outcomes</p> <p>Road noise mitigation for 7,500 households in 'noise important areas', funded through designated funds.</p> 	<p>No net loss of biodiversity across all Highways England activities by the end of RP2.</p> 	<p>By 2024-25, 90% of overnight road closures information accurately issued seven days in advance of work starting.</p> 
<p>Bring agreed sections of the SRN into compliance with legal NO₂ limit values as soon as possible.</p> 	<p>Reduce carbon emissions resulting from Highways England's electricity consumption, fuel use and other day-to-day operational activities during RP2.</p> 	<p>6. Achieving efficient delivery</p> <p>Achieve efficiency target of £2.23 bn on capital and operational expenditure by the end of RP2.</p> 

Further details of the performance measures we will be monitored against can be found in our *Operational metrics manual*.

Our performance outcomes

1. Improving safety for all

We need to keep our customers, people and suppliers safe, above all else. Since 2015, we have reduced the number of casualties on our roads by 18%. We have reduced the accident rate among our traffic officers and regional control centre colleagues by 95%, and the incident rate among our supply chain by over 50%. Our roads are some of the safest in the world, but we know there is more we can do to. In June 2019, we launched *Home safe and well*, our integrated approach to health, safety and wellbeing, which underpins everything we do. In the second road period, we will work to prevent incidents occurring. We will also focus on reducing incident severity through a package of activities to promote safer roads, safer people, safer vehicles and coordinated collision response. We will use our Safety and congestion fund to deliver targeted schemes across the country. We will also learn from other organisations and stakeholders about what works best.

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Building health, safety and wellbeing

We want everyone who works with us and travels on our network to get home safe and well. That means getting home to the people we love, and for the things that we love doing. In Highways England, and throughout our supply chain, this matters more than anything else. Our *Home safe and well* approach builds on our achievements since publishing our *Health and safety five-year plan* in 2015. As part of this approach, we will:

- build a positive health, safety and wellbeing culture
- promote greater ownership
- embrace innovation
- place more importance on health and wellbeing

We have identified six focus areas that are critical to how we will improve health, safety and wellbeing for our customers, people and suppliers:



What we are doing to improve safety for road workers

We know that our people are at risk every minute they work close to moving traffic and in construction sites. We are constantly testing possible solutions to minimise these risks. We are, for example, developing standardised, pre-fabricated infrastructure to reduce time and exposure on site. We are introducing giant mobile barrier lorries, giving physical protection for road workers and motorists. We are trialling SAFETYcam: an innovative camera system that aims to change driver behaviour by capturing dangerous driving and providing a visual deterrent. We are also trialling an automated cone-laying system that will reduce our workers' exposure to risk.



Providing safe, free-flowing roads

We know that better understanding the causes of incidents through collecting, analysing and sharing data and research will help us improve the safety of our roads. Building on work undertaken to date, we will use this insight to introduce initiatives to further reduce risks. We will develop and implement strategic approaches, like *Home safe and well*, that show how we will save lives and meet our legal duties. We will use our Safety and congestion fund to improve safety, reduce congestion and support economic development.

Reducing harm caused by road incidents

We already build safety considerations into the physical infrastructure on our roads to reduce the probability of incidents occurring, and the severity if they do. We assess the ‘star rating’ of our network, using the latest version of the International Road Assessment Programme model. We will improve our star rating through work such as removing roadside hazards and improving safety barriers. Our specialist teams are also constantly testing new products, including road surfacing materials, to evaluate the potential safety benefits. Alongside traditional road safety engineering measures, we will deliver new initiatives appropriate to the location. This could include sharing driver information and collaborating with police and safety partners to influence driver behaviour.

Keeping our people and suppliers safe, healthy and well

By caring for our people and helping them remain safe and healthy, we create a company that people want to work for. In the second road period, we will strengthen our focus on health, safety and wellbeing. We will develop a culture where mistakes can be reported more openly and lessons learned so they are not repeated elsewhere. We will analyse our performance to make informed decisions about how to improve, sharing what we have learnt. To improve safety across our supply chain, and raise industry standards, we will support our suppliers to achieve Driving for Better Business champion status. We will also use our Safety and congestion fund, and Innovation and modernisation fund, to make targeted improvements. We will, for example, use data and technology to increase the speed and quality of our design and construction, reducing the number of people exposed to traffic on site.

Improving safety for walkers, cyclists, horse riders and our communities

People that walk, cycle or ride on our roads need targeted interventions to protect them from harm. We will use our Safety and congestion fund, and our Users and communities fund, to deliver local schemes to improve their experiences. This could include improving existing crossings or providing new ones, enhancing or installing new cycle lanes, and improving signs. We will also identify opportunities within our enhancement schemes to deliver local benefits to these groups. We will use our National Road Safety Forum to lead an industry-wide approach to suicide prevention, aiming to eliminate suicides on our roads.

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Driving for Better Business

Our Driving for Better Business programme raises awareness of the benefits for private and public sector employers of managing work-related driving more effectively. We provide tools, resources and guidance to help employers reduce the risk of their employees being involved in a collision. These resources also help decrease associated costs and improve compliance with current legislation and guidance.

We have led by example, achieving Driving for Better Business champion status. We are embedding the programme across our suppliers, who in turn are sharing with their own supply chain. As of May 2020, employers registered in our programme collectively manage over 900,000 drivers.



Saving lives through three-star roads

Halving road deaths and injuries is a United Nations sustainable development goal. Member states have agreed that all new roads will be built to a three-star or better standard, and by 2030 more than 75% of travel will be on the equivalent of three-star or better roads. It is estimated that achieving these targets will save 467,000 lives globally every year.

Encouraging better driver behaviour and safer vehicles

Unsafe drivers often present the greatest risk on our roads. We will focus our safety communications on building customer knowledge, changing driver attitudes and influencing behaviour on our network. We will build on our *National casualty reduction incident plan*, working with customers on how to safely use our roads and prepare for their journeys.

We will work with the freight and recovery industries to identify how we can help drivers to stop in safe locations, and collaborate on training. We will also support further efforts to tackle the shortage of lorry parking. Freight logistics businesses depend on our roads and their ability to move goods safely and efficiently is vital to the country’s economy.

Measuring success

Number of people killed or seriously injured on the SRN

↓ 50%
reduction by the end of 2025



vs. 2005-09 average

Our performance outcomes

2. Providing fast and reliable journeys

We want to help people and businesses have safe, reliable and efficient journeys. To do so, we will start work on government's priority schemes and invest in improvements where they are most needed, regionally and nationally. We will respond to the requirements of our customers, stakeholders and the businesses that rely on our network, and collaborate with partners such as sub-national transport bodies. Our Safety and congestion fund will support measures at a local level, such as improving traffic flow and journey reliability. Meanwhile, our traffic officers and control centre employees will improve customers' journeys by tackling and clearing incidents to restore the availability of the network, as soon as it is safe to do so.

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Building a modern network

On average, a major enhancement scheme takes eight years from the start of development to road opening, including extensive consultation. We expect to open 25 schemes started during the first road period which will modernise our network. We will complete several smart motorway projects, connecting different parts of England and laying the foundations for technological advances. We will also start 12 new enhancement schemes.

Potential schemes for the third road period will need to enter development between now and 2025. Government's RIS2 includes a pipeline programme of over 30 such potential projects that we will examine over the next five years. We expect that other projects will emerge too.

We will take forward potential schemes to various levels of development, without committing to construction in the future. By seeking to balance available funding, competing pressures and risks, we will provide a sound basis for further planning. This will help us provide a range of options to support future decision making, carefully progress preferred schemes through statutory planning processes and ensure we are ready for the third road period. It will also help us build supply chain stability and enable efficient, cost effective delivery.

For more details on these pipeline projects, see our *Delivery plan*.



Port of Dover, Kent

Supporting national and international connectivity and trade

Government aims to make the United Kingdom a more attractive place to trade, invest and visit, improving our global competitiveness. To support this aim, we will provide transformational investment in key strategic and economic routes. We will progress major strategic schemes scoped in the first road period, including upgrading the A66 Northern Trans-Pennine route. We will move forward with other flagship projects, including the Lower Thames Crossing and upgrading the A303 and A358 between the M3 and the M5 to provide a high-quality south-west connection. We will also begin construction of a tunnel near Stonehenge, the largest environmental improvement ever made to one of our roads.

We will work with stakeholders and partners to increase national and international connectivity. This will include enabling national infrastructure projects, such as HS2. We will work closely with our freight customers to understand how we could better support their operations.



A66, Yorkshire

A66 Northern Trans-Pennine

The A66 is the most important east-west route for many of England's northern counties. Drivers in Scotland and Northern Ireland also choose this route to make many of their long-distance journeys. We will upgrade the A66 to dual carriageway between the A1(M) and the M6, creating the first new Trans-Pennine dual carriageway since 1971. We will start construction over the next five years, and deliver this work as a single coordinated programme into the following road periods.



Artists impression of Lower Thames Crossing

Lower Thames Crossing

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The Dartford Crossing carries millions of tonnes of freight from the Channel ports, vehicles from the M25 and local traffic. Our 14.5 mile Lower Thames Crossing project will connect the A2/M2 in Kent, east of Gravesend, crossing under the Thames through twin tunnels, before joining the M25 in Essex. It will enable regional and national economic growth, improving access to jobs, housing, leisure and retail facilities on both sides of the river, as well as connecting communities. We are working closely with local authorities and neighbouring communities to turn these potential benefits into reality.

Connecting communities and enabling development and housing

We know our roads can impact the communities situated close to them, and that a lack of good links can limit the scope for growth and housing. Our Safety and congestion fund will enable us to deliver local measures, such as junction improvements.

Through these targeted projects, we will improve traffic flow, increase connectivity and create opportunities for growth and housing. We will collaborate with external organisations to achieve more than we could do in isolation. This includes working with local authorities, local enterprise partnerships, sub-national transport bodies and interested stakeholders to attract third party funding.

We will be a proactive statutory planning consultee, enabling new developments and ensuring the safe, efficient operation of our network. We will work collaboratively with the Ministry of Housing, Communities & Local Government and with DfT on government's Housing Infrastructure Fund projects. These projects will be delivered by local authorities, with our support.

Improving incident management

Our traffic officers work around the clock to resolve incidents and protect customers, while our people in control centres monitor and manage our network 24/7. New control room technology will help improve our effectiveness, resilience and ability to deploy our people more flexibly at busy times or during emergency incidents. We will work in partnership with others to support smooth and delay-free journeys from beginning to end.

This will help us manage unplanned disruptions, for example identifying alternative routes more efficiently, reducing congestion and preventing secondary accidents. We will learn from how we manage lengthy incidents to identify best practice, keeping customers' welfare at the forefront of our minds. The roll out of our Operational Excellence programme will further improve how we manage our network.

Operational Excellence

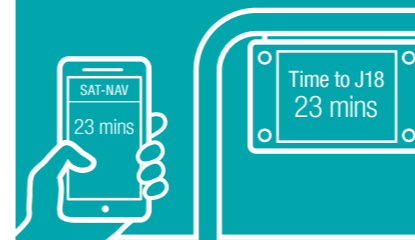
Operational Excellence is an internal package of initiatives and best practice across our business that supports better decision making and reduces the cost of our operational and maintenance activities. As part of this programme, for example, we will combine our control centres with our maintenance network control centre, currently outsourced, to establish single regional operations centres. This will allow us to respond to incidents more quickly, with close coordination between traffic officers and maintenance crews.

We will also train more of our traffic officers to review our assets as part of their safety patrols, freeing our inspectors to conduct more technical assessments. We will use performance data to develop deployment strategies from new and existing traffic officer base sites, helping us achieve our one-hour incident clearance target more often.

Measuring success

Average delay

No worse than end of RP1



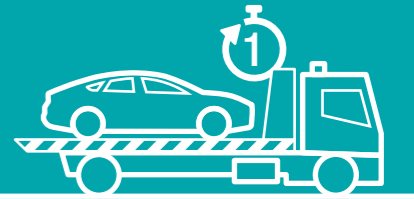
Network availability

97.5% of lanes clear in first year



Incident clearance rate

86% cleared within an hour



Our performance outcomes

3. A well-maintained and resilient network

Our network is complex and varied, and it requires careful stewardship to keep it in good condition. Our maintenance programme is essential to safety and keeping our roads open, while our renewals activity allows us to maintain, safeguard and modernise all our assets. We have used research and data to understand what our network will need over both the short and long term, and incorporated this insight into our planning. We are committed to delivering our work in a way that minimises disruption to our customers and maximises value to taxpayers.

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Keeping assets safe and serviceable

We will work to keep our network in good condition and minimise disruption for our customers. We will carry out regular inspections and maintenance, such as litter clearance, graffiti removal and ensuring sign and road markings are visible. We will use asset data, network knowledge and customer insight to inform our activities and keep our roads in good condition. Our routine maintenance spending requirement for the second road period is broadly the same as the last five years, taking future needs and efficiencies into consideration.

Our *Asset management development plan* will describe improvements to better connect our activities, ranging from asset construction to maintenance, operations and renewals. This will help create an improved and more consistent level of customer service.

Renewing and reconstructing assets

We are improving the way we manage asset renewals, taking a planned, longer-term view. Over the next five years, we will need to substantially increase investment across three areas: concrete roads, safety barriers and our largest structures. As these complex assets near the end of their life, we have been looking at requirements for the coming and future road periods. This will allow us to smooth out peaks in spending, ensuring our network remains safe.

We anticipate that our other assets, such as asphalt roads and signage, will require predictable and cyclical renewals. We therefore expect renewals activities in these areas over the next five years to remain broadly the same as in the first road period.



Orwell Bridge, Ipswich

Improving driving conditions and ride quality

Research by Transport Focus has shown the important role that smooth road surfaces play in customer journey experience. During the second road period, we will work with Transport Focus to develop a ride quality metric that will measure this area.

We will improve our roads' resilience to severe weather and make sure our winter maintenance activities help keep roads safe and open. We will invest in a new fleet of winter vehicles and in our weather station replacement programme.



Misterton Salt Depot, Leicestershire

We will maintain the strategic salt stock as an emergency reserve for local highway authorities. We will also deliver more focused severe weather warnings, better recording of flood incidents and clear-up, and actions to prevent recurrence.



What we are doing to create smoother, more consistent roads

From our work with Transport Focus, we know that journey comfort is incredibly important to our customers. We are pioneering road resurfacing techniques that provide a smoother ride and, thanks to new technology and ways of working, are safer, saving both time and money.

Our A1 West Moor and Newton-on-the-Moor road renewal scheme in Northumberland was the first project in the UK to use a new recycling technique. We used a specialist machine that stripped the top layer of the old road and recycled the material as it moved along. Using this technique, old road becomes new road in just one pass, with more surface being covered in each shift. This means less moving of machinery, resulting in safer conditions for road workers. It also means fewer road joints, leading to a smoother road surface and better experiences for road users. There are environmental benefits too, including a 33% reduction in carbon emissions and a significant amount of recycling.

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Tackling the impact of unplanned works

Our new maintenance programme should lead to fewer emergency repairs and other unplanned works. Even so, we must be able to respond quickly when the unexpected happens, such as fuel spillages and central reservation damage. We will therefore allocate some of our maintenance funding for emergency repairs, protecting our customers and getting traffic moving again.

Measuring success

Road surface maintenance
95%
 needs no further investigation



Cold pave technology: Image courtesy of A-one+

Our performance outcomes

4. Delivering better environmental outcomes

We want our roads to work more harmoniously with the communities that live alongside them, and the built, natural and historic environments that surround them. Every aspect of our business has a part to play in improving environmental performance, alongside ensuring we meet our statutory obligations. We will build on the progress made during the first road period and embed environmental considerations into all our activities, ranging from infrastructure design to scheme delivery. This will be supported by our Environment and wellbeing fund. We will also help government in delivering wider environmental strategies, including their *25-year environment plan*, *Road to zero strategy*, *Clean air strategy 2019* and *Air quality plan for nitrogen dioxide (NO₂) in UK*.

Improving the health and wellbeing of people living near our roads

Emissions from vehicles on our roads can affect the health of people living nearby. We will support government's *Air quality plan for nitrogen dioxide (NO₂) in UK*, ensuring our network is compliant with NO₂ limits in the shortest timescale possible. We will also explore the possibilities for including air quality standards and reporting requirements in supply chain vehicle contracts.

To improve the quality of life for those communities living close to our network, we will reduce the number of people affected by noise on the SRN. We will use quieter surfacing when renewing our roads. We will also invest through our Environment and wellbeing fund to erect noise barriers and install noise insulation in people's homes, where appropriate.



Supporting government's ambition to achieve net zero UK carbon emissions by 2050

We have a shared responsibility to tackle climate change. We are dedicated to minimising the greenhouse gases generated from the activities within our control. We will take responsibility for reducing emissions from our vehicles, rationalising equipment, and designing our schemes and services to be carbon and energy efficient. We will reduce our carbon footprint through initiatives such as introducing energy-saving measures for maintenance depots and using low-energy lighting and control systems for motorways.

Maximising opportunities for sustainability

We are committed to putting sustainable development into practice. We want to encourage economic growth while protecting the environment and improving safety and quality of life for current and future generations. We will use our resources more efficiently, minimising demand for materials extracted from the ground and maximising re-use. We will investigate the origins of our goods and materials, understanding that their production and handling can have local, national and global impacts. We will also work to increase the wellbeing of those who supply us with our materials and resources.

Our Annual report and accounts includes a sustainability report to show our progress, as well as how we are meeting our statutory and licence obligations.



Air quality monitoring station

What we are doing to protect and improve biodiversity

We are committed to protecting the natural environment that surrounds our roads and achieving no net loss of biodiversity through our activities. During the second road period, for example, we will improve the habitat along the M6 corridor from Preston to the border with Scotland. We will add to our existing 28 hectares of grassland, providing a further 90 hectares of species-rich habitat. This will improve the diversity of plants along the verge and provide a source of nectar for butterflies, moths and bees. We will create a four-year management plan for each plot to deliver, and maintain, long-term biodiversity benefits. This is just one example of the many projects that we will deliver over the next five years to help stop the loss of biodiversity.



Improving the natural, built and historic environment

We know that our work can have a detrimental impact on the local environment. We will identify where we can improve environmental performance, for example improving our understanding of why litter is discarded and developing measures to change behaviour. Less litter will also reduce the time that road workers spend on busy carriageways, improving their safety.

We will consider the impact on the surrounding environment as part of all new schemes. We will be respectful of place in our infrastructure design, and take care to incorporate roads sensitively into the landscape. We will undertake environmental mitigation as part of scheme delivery, such as relocating historic assets or replacing floodplains.

We will also use our Environment and wellbeing fund to address issues beyond the traditional focus of road investment, as well as to innovate and improve.

We will work across areas as varied as: carbon emissions and our network's carbon footprint; biodiversity; air quality; noise; water quality; flood mitigation; landscape; and cultural heritage assets. We will work with stakeholders to invest our funds carefully and efficiently.

Creating a network resilient to a changing climate

We will monitor, assess and respond to the impacts of climate change on our network. We will work in partnership with organisations such as the Environment Agency, the Met Office and local authorities to improve the resilience of our network to more severe weather. We will focus on reducing flooding on our roads and minimising risks for local communities, retrofitting our assets to meet new environmental and drainage standards. We will also improve the resilience of our concrete pavements to prolonged high temperatures as part of our concrete maintenance and renewals programme, taking remedial action where necessary.

Measuring success

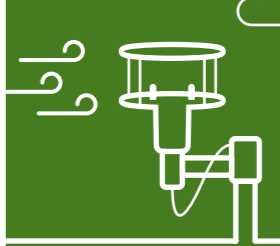
Noise mitigation target
7,500 households



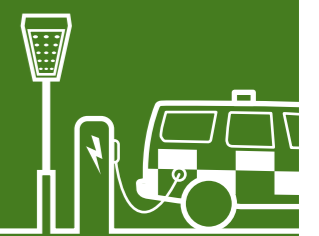
Biodiversity target
No net loss by end of RP2



Air quality target
Bring agreed sections of the SRN into compliance



Carbon emissions
↓ Reduce through electricity, fuel use and day-to-day operations



Our performance outcomes

5. Meeting the needs of all users

We want to exceed the expectations of all those who use our network. There are many touch points for our customers, from the infrastructure we provide and facilities we support, to the information we share and the control centres we manage. We have combined our own research and feedback with insight from others to understand how our services and roads may need to evolve. We will work with Transport Focus to deliver what our customers need and want, and to develop a pipeline of future activities. We will use our Users and communities fund to deliver local improvements, and we will work with local highway authorities and partners, such as sub-national transport bodies, to increase integration.

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Improving customer contact and engagement

We know our customers want reliable information, and we are already using customer insight and feedback to improve how, when and what we put on our electronic message signs. We want to help customers feel safer by setting messages that will help them make timely decisions about their journeys. We will also set speed limits that are appropriate for the road conditions, and signals to help save customers' time.

We will improve our approach to customer contact and engagement, building greater trust by being easy to reach and by providing accessible and accurate information quickly, and in the ways customers prefer. As our stakeholders have told us that regular, wider sharing of information would help journey decisions, we will explore how best to share real-time data to support integrated planning with local highway authorities and other key partners.

Building inclusion into our work

In everything we do, we consider the needs of our diverse customers and neighbouring communities, extending our reach through customer forums. Aiming to create better solutions and services for everyone, we embed equality, diversity and inclusion into our engagement and decision-making. In the second road period, we will deliver accessible roads and infrastructure, and consider the ways we can help local communities. Working with partners, we will incorporate the needs of all customers, in particular disabled users of our network, into our planning.

We have worked hard to develop approaches that result in long-lasting outcomes for our customers and neighbouring communities. We will reinforce these through our Users and communities fund.

What we are doing to improve the experience of walkers, cyclists and horse riders

As part of improving our network across the country, we want to reduce the barriers that our roads can create for walkers, cyclists and horse riders. In the east of England, for example, we will fund seven projects on the A14 corridor alone to improve access and create a more sustainable network. These projects include extending an existing cycle path ending in Girton to provide a route into Cambridge. They also include providing a pedestrian and cycle path between Bar Hill and Longstanton. We contributed £3.4 million to the total package of measures. An additional £1.5 million from partner match funding dramatically increased the benefits for all customers.



Providing seamless and integrated journeys

Few journeys start and end on our network. We will work to improve access for everyone, whether they are in a car, on foot, cycling or using public transport. We will better integrate our network with local authority roads, as well as with wider transport modes. We will work in local, regional and national partnerships to support bus and coach companies in offering efficient, attractive services. We will also aim to improve passenger facilities and support transport hubs to improve integration and reduce pressure on our network.

Improving customers' experiences of our roadworks

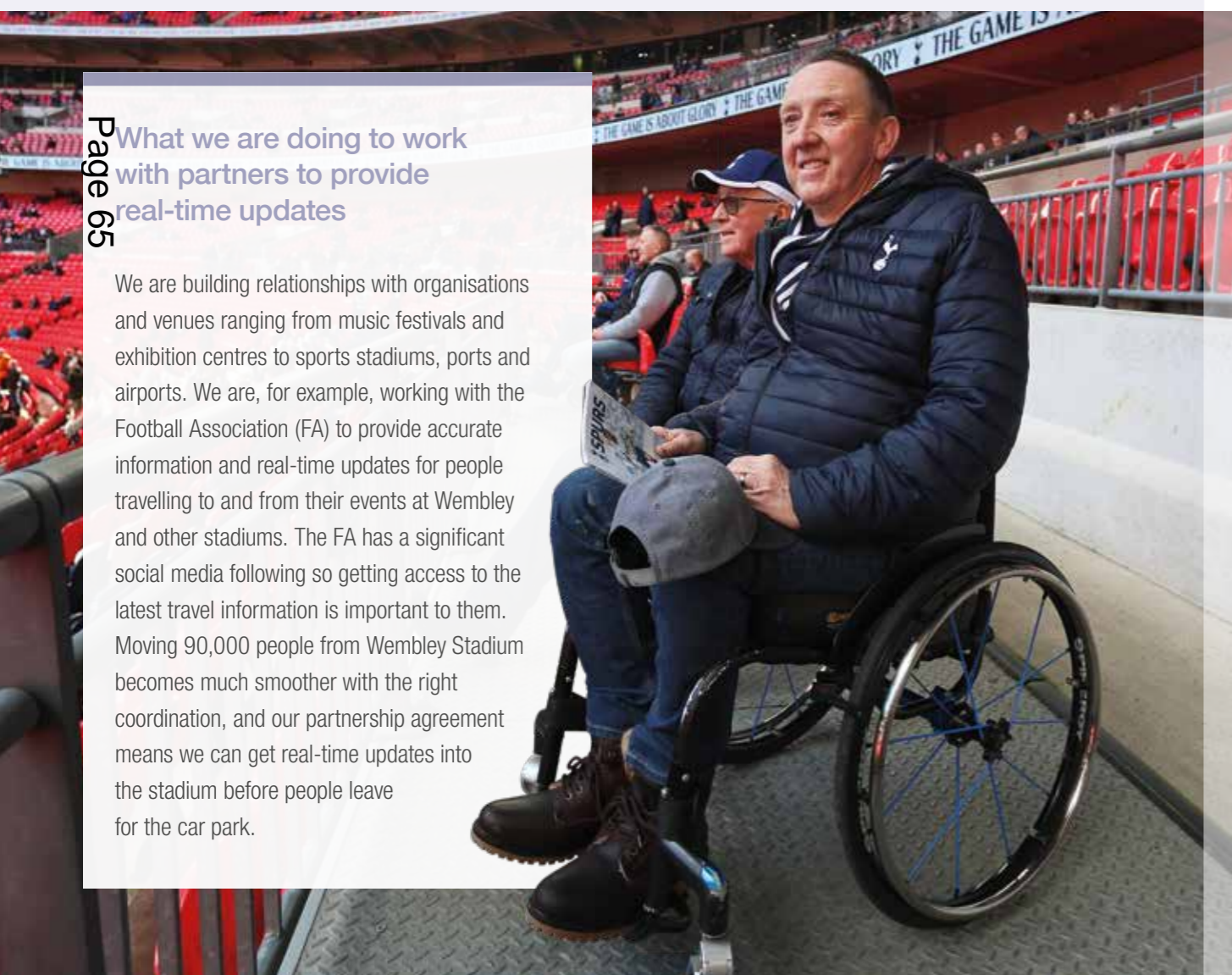
We understand that the volume of work and associated roadworks can cause frustration for our customers. We will aim to build our customers' needs into the design and construction of all projects. We will use the 20 principles of our *Roadworks: a customer view* to guide our project teams and supply chain, as well as our operating and contractual models. This includes planning and designing traffic management, as well as engaging and communicating with our customers.

We will embed successful initiatives from the first road period, such as greater use of 60mph in roadworks where safe to do so. We will also collaborate with Transport Focus to identify new ways of improving our customers' experiences of roadworks, including when they are using diversion routes.

Reviewing and modernising our information systems

Modernising our information systems will help us work more effectively. We will invest in building our data-to-intelligence services and building an open-data architecture.

Such architecture will drive innovation and improve our ability to manage how we use and extract value from our data. We will, for example, be able to make better decisions about where and when we should invest, delivering efficiencies and increasing value for money. Better access to information will also help us provide more integrated transport planning. We will improve our data and information governance, helping give our customers greater confidence that what we hold is kept safe and used ethically.



What we are doing to work with partners to provide real-time updates

We are building relationships with organisations and venues ranging from music festivals and exhibition centres to sports stadiums, ports and airports. We are, for example, working with the Football Association (FA) to provide accurate information and real-time updates for people travelling to and from their events at Wembley and other stadiums. The FA has a significant social media following so getting access to the latest travel information is important to them. Moving 90,000 people from Wembley Stadium becomes much smoother with the right coordination, and our partnership agreement means we can get real-time updates into the stadium before people leave for the car park.

SpursAbility Chairman Peter Carr enjoying a match at Wembley Stadium

By integrating and simplifying dozens of systems and sources of data, we will also give our people, customers and partners the information they need at the right time, on the right device, in the right place. We will replace our National Traffic Information Service with an integrated solution that will keep our customers better informed about incidents and roadworks. We will also update our fibre telecommunications network, one of the largest in England, and use digital technology and fibre optic cables to improve our service. Supporting our ambition for digital roads, this will also help us enable the trial of the latest cellular communications and connected and autonomous vehicles.

Embracing digital technologies

We will work to develop the standards required for infrastructure to support connected and autonomous travel. Working with vehicle manufacturers, we will seek to understand how information should flow to and from vehicles.

We will ensure that our projects incorporate digital technology from planning through to construction, operation and maintenance.

We will use our Innovation Hub, a collaborative online platform, to gather new ideas from across the industry. This will be supported by wider innovation competitions. We are already working with academics, and internal and external stakeholders, to conduct problem-solving research, as well as with organisations such as Innovate UK and I3P, the infrastructure industry's innovation collaboration platform. Our Innovation and modernisation fund will help us fund projects in areas as diverse as digital design and customer mobility. We will also use our innovation programme to fund new products, services and processes.

Measuring success

Road user satisfaction target

82% in first two years



Roadworks information target

90% to be accurate seven days before work starts by end of RP2



Our performance outcomes

6. Achieving efficient delivery

We are setting out to deliver £2.23 billion of efficiencies, which will mean that taxpayers will see even more investment for their money than in the past. We will make improvements to how we procure and manage our suppliers, as well as to how we plan our own maintenance, operations and renewals. These activities will complement our internal capability and development programmes, and our steps to develop our company. All money saved through efficiencies will be reinvested into our network.

Delivering more value through our supply chain

The way we work with our suppliers is changing. In the second road period, our contracting models, including Asset Delivery, our alliance model and regional delivery partnerships, will help us work more efficiently with our supply chain. We will create a network of suppliers trusted to deliver ahead of time and below budget, without compromising on safety or delivery. We will reward suppliers based on performance, and encourage innovation. Our funding certainty means we can provide a pipeline of work, helping suppliers invest in new techniques and training to provide greater efficiency.

Understanding risks, inflation and efficiency

We know that, as projects are delivered, risks may materialise and the ability of funding to cover projects can vary. We have calculated our overall portfolio risk, which has been primarily informed by the maturity of individual schemes. We believe we have the right balance of risk, contingency, inflation and efficiency, and that our programme of investment is deliverable. If delivery is in line with expectations, or inflation is lower than anticipated, there will be scope to gradually release funds for re-investment in our network.

Driving efficiencies through our contracting models

Asset Delivery

Asset Delivery enables clearer decision making as we bring some of the key early investment strategies and decisions in house. It enables us to directly manage maintenance, operations and scheme delivery. Through Asset Delivery, we will improve our asset knowledge and increase our control, including over schemes and the planning and scheduling of our activities.

Alliance model

Our alliance model uses a design and build approach to improve the design process and outputs, creating repeatable and stable delivery. One example of this is off-site fabrication, which allows for quicker and cheaper construction through saving time and materials. It also minimises disruption to our customers and reduces our impact on the environment.

Our model provides access to a framework of incentivised partners to design, assemble and manage smart motorway technology. We have common objectives with our partners, with financial incentives to innovate and succeed.

Regional delivery partnerships

We have set up our regional delivery partnership model to drive our supply chain to improve safety and journeys on our roads. It contains incentives for: shorter and better management of roadworks; buying more efficiently and locally; using regional capability to benefit the region; and encouraging innovation. It represents a fundamental change in the way we deliver road projects. It will be performance rather than cost-based, focusing on building the right projects with the best outcomes for our customers and our neighbouring communities.

Better planning of maintenance, operations and renewals

We want to use our resources in the right way at the right time, causing the least disruption for our customers. We will better plan our work, for example combining renewals activities and other operational and maintenance tasks into work packages to make the best use of lane closures. We will also take the opportunity to create a national programme for the delivery of large capital renewals work, including for structures and concrete barriers.

We are committed to delivering our frontline services in a more effective way to increase capacity and improve the service we offer to our customers. This means that we will be able to respond to incidents as quickly and effectively as possible.

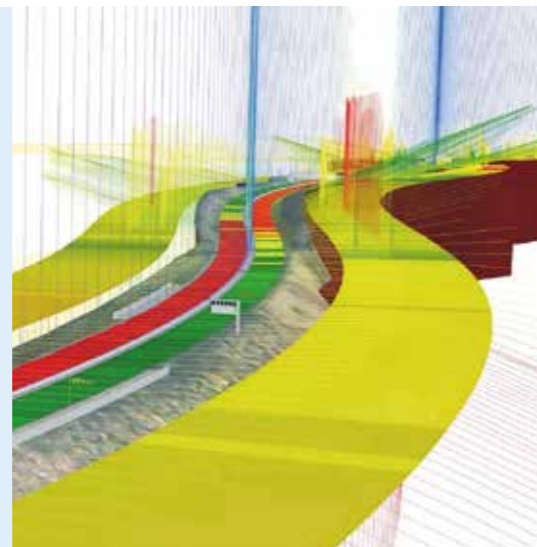
Reducing design costs and construction time

We have already shortened the time it takes to develop and build enhancement schemes, and we will make further reductions by introducing the next generation of our Rapid Engineering Model. This will draw on data analytics and modular construction to reduce the design and build period of new schemes. Our Lean programme will also focus on the areas that will provide the biggest benefit. We will ensure that our supply chain is trained in Lean, and we will integrate Lean maturity assessments into our supplier assessments for both design and construction.

Building skills and capability, and understanding future requirements

We value the people and skills we have today, and we will work to identify those we will need in the future. Through our *Highways England 2025* organisational plan and our *People strategy*, we are taking steps to develop our company and improve our capacity and capability. We are confident we will improve each year. We recognise the benefit of a diverse talent pool, and we want our people to reflect the communities we work in.

Our increasing use of Lean thinking will help us work successfully across functions and develop a culture of continuous improvement.



Model. The next generation of this model will reduce the cost and delivery time for other major schemes, using data analytics and modular construction techniques. By providing a data-driven approach to asset management, our model will also support business operations.

Our Rapid Engineering Model

Several different terms are used to describe the increasing use of digital technology and manufacturing in construction. Our Rapid Engineering Model is enabling quicker development of smart motorways through automatic digital design. Using the model, we analyse three-dimensional topographic and environmental data to help identify opportunities and risks within a specific project, or along an entire asset in our network. This has reduced design time from months to weeks, and means that we can produce and assess scheme options much faster.

We are digitising the *Design manual for roads and bridges* to future proof our standards. This manual will help us further develop our Rapid Engineering

People strategy

We are a business built around our people and our collective capability to deliver. Our *People strategy* sets out our vision to support our business as well as the delivery of our investment programme over the second road period. Underpinned by our values and behaviours, we have focused this strategy around key themes:

- A great employee experience
- Right people, right place, right skills
- Accountable leadership
- Rewarded for high performance
- Engaged and motivated colleagues
- A diverse and inclusive culture

This strategy supports our aim to build an organisation where our people can reach their potential. Using this strategy, we will develop the right skills and capabilities to meet the needs of our business and customers, both now and in the future.

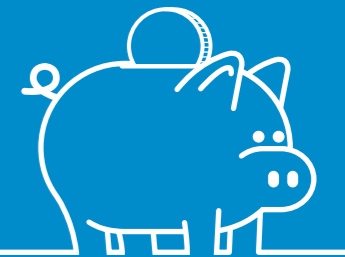


We will collaborate and coordinate our activities more effectively and ensure that we have the right balance between centralised and decentralised decision-making. As we will have broadly the same number of people, re-skilling and re-training will become important for us. When defining our future organisational capability, we will need to make decisions on whether expertise is developed or bought.

We will also work closely with our supply chain and other organisations to improve skills, provide apprenticeships, launch graduate schemes, and get people into work. We will collaborate with stakeholders and other interested parties to support the government's *Transport infrastructure skills strategy*.

Measuring success

Efficiency target
£2.23bn



Planning for future road periods

In this document, we have set out the strategic direction for every part of our company over the second road period. Alongside this detailed planning for the next five years, we have also been actively working with government, customers, stakeholders and partners to plan for the longer term. This includes understanding the likely trends, demands and priorities to ensure our network and our organisation will be fit-for-purpose for years to come. As nobody can predict the future with certainty, this will remain our focus throughout the second road period.

Understanding future challenges

Page 68

Understanding strategic influences and external trends

We expect, and are planning for, advances over the next 30 years that will revolutionise transportation, road travel and personal and commercial mobility. Our roads, our infrastructure and even our ways of working will need to change to embrace and enable new ways of travelling.

In *Connecting the country*, we identified the trends which will shape the SRN and influence our operations over the next 30 years and beyond. Using these trends, we explored the potential future scenarios and what we believe is most likely to happen.

Refining our findings

We are empowered by government to shape the network of the future, and this is not something we take lightly. Building on *Connecting the country*, we will refine our conclusions on the most prominent influences and trends that will impact the future operation of our network. This will include adapting to the challenge of climate change, supporting low carbon transport, increasing automation and digital technologies, and responding to changing travel preferences.

We will identify the potential improvements which may be needed for our network. We will undertake research to fill any knowledge gaps and take into account nationally-significant projects that could impact on the SRN.



A30 Bodmin, Cornwall

Developing our standards and vision for our network

We have developed standards to guide how we design and operate our network, which are detailed in the *Design manual for roads and bridges*. These standards are essential for:

- ensuring our roads remain among the safest in the world
- providing a consistent and reliable experience for all customers, and improving journey times and reliability
- embedding environmental considerations into our activities and encouraging sustainable development
- ensuring our network is managed as part of a wider, integrated transport network, accessible for all customers

We will use our understanding of external trends and our future plans to further develop these standards over the short, medium and long term. We anticipate, for example, that there will be a greater need to specify digital requirements for all standards of road. As part of this, we will consider working with experts and innovators in digital technologies to incorporate vehicle-to-infrastructure connectivity in future standards.

Developing our network

Delivering government's vision

In RIS2, government set out their vision for a safer, more reliable and greener SRN that uses new technology, supports the country's economy and is an integrated part of the national transport network.

Looking beyond the second road period, we will keep our customers at the centre of our long-term planning approach. We will work collaboratively with communities and partner organisations to best achieve government's strategic vision, using the plans set out in this *Strategic business plan* and our *Delivery plan*. This will ensure we will develop and operate the network our country needs to prosper in the decades to come.

Understanding national, regional and local priorities

Our route strategies process provides an opportunity for us to understand pressing priorities and be clear about what we intend to do where, why and when. We are already working on the next generation of our route strategies, building on committed enhancement schemes and the pipeline of possibilities for the third road period. We are currently in early discussions about these strategies and will publish further information following agreement with government.

As part of this process, we are engaging widely to understand the priorities of different groups and the resulting strategic, regional and place-based needs.

This includes consulting with and bringing together information from customers, local communities, stakeholders such as sub-national transport bodies, environmental groups and our supply chain. Working together, we will consider how our plans can support regional aspirations, including considering opportunities for integration and sustainable development. We will collaborate with Transport Focus to ensure we deliver what our customers need and want.

Addressing complex problems

Our *Strategic studies* address complex problems on our network and, along with our *Route strategies*, inform our longer-term plans for our network.

Our *Strategic studies* from the first road period have created an ambitious programme of work that will affect our plans into the third and fourth road periods. We are currently working on five *Strategic studies* and government has commissioned a further three studies that will inform the future planning of our network.

Annex: Funding table

£m	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	RP2 Total
Operations and maintenance (Opex)	1,034	1,015	1,037	1,050	1,119	5,254
Operations and maintenance (Capex)	355	317	217	318	226	1,434
Renewals	676	765	844	888	935	4,108
Enhancements	2,460	3,081	2,995	2,918	2,722	14,176
Designated funds	182	180	185	200	189	936
RP3 preparation and development	31	43	81	92	99	347
How we run our network (Opex)	167	145	162	171	174	820
How we run our network (Capex)	66	63	52	69	33	283
Total	4,973	5,609	5,572	5,708	5,496	27,358

Note: Some activities are classified differently in this table compared to the Statement of Funds Available (SoFA).

Our plans for delivering RIS2 have been set out according to our capital baseline. As agreed with government, this plan will be delivered within the £27.358 billion set out in RIS2, with the need to revise the allocation of funding in each year from that shown in this table. It is planned that the profile of spend should be updated later in 2020/21 once the impacts of Covid-19 are fully understood.



The Severn Bridge, Gloucestershire

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This document is also available on our website at www.highwaysengland.co.uk

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR92/20**.

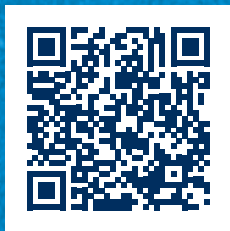
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highwaysengland.co.uk/5yearStrategicbusinessplan

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Our ref: TR010059

The Chief Executive
North East Combined Authority
c/o Head of Planning
North East Combined Authority
Quadrant
The Silverlink North
Cobalt Business Park
North Tyneside
NE27 0BY

A1 in Northumberland: Morpeth to
Ellingham
Highways England
3 South
Lateral
8 City Walk
Leeds
LS11 9AT

0300 470 4580

14 September 2020

Dear Sir/Madam,

**A1 in Northumberland: Morpeth to Ellingham
PLANNING ACT 2008 SECTION 56: NOTIFYING PERSONS OF ACCEPTED
APPLICATION
THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND
PROCEDURE) REGULATIONS 2009: REGULATION 9
THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017: REGULATION 16**

I am writing regarding the proposed A1 in Northumberland: Morpeth to Ellingham (the "Scheme") which proposes to widen the A1 in two sections as follows; A1 Morpeth to Felton (Part A) and A1 Alnwick to Ellingham (Part B).

Highways England is seeking development consent for the Scheme under the Planning Act 2008 (the "2008 Act"). This legislation requires Highways England to make an application to the Planning Inspectorate (the "Inspectorate") for a Development Consent Order (DCO) to get the consent we need to build the Scheme.

Highways England submitted its application for a DCO on 7 July 2020. This application was accepted for examination by the Inspectorate (on behalf of the Secretary of State) on 4 August 2020. Highways England is writing to you because it is required to notify you of an accepted application:

In accordance with the 2008 Act, please find enclosed with this letter a USB with a file containing:

- A copy of a section 56 notice, providing formal notification of acceptance of the application
- A copy of the accepted application
- A map showing where the proposed development is to be sited; and
- A copy of the Environmental Statement

Further information regarding the availability of the DCO application documents and where you can view them is included in the enclosed section 56 notice.

Any person may make representations on the Application to the Secretary of State (that is: giving notice of any interest in or objection to the Application). Details of the way in which representations must be made are included in the enclosed section 56 notice.

Representations must be received by the Inspectorate no later than 30 October 2020. Please note that any submitted representations to the Inspectorate will be published on the National Infrastructure Planning website for the Application.

For further information about the Application, please contact us using the following details:

- **Email:** a1inNorthumberland@highwaysengland.co.uk
- **Telephone:** 0300 470 4580

Yours sincerely,



Mark Stoneman
Project Manager



Highways England

Section 56 Planning Act 2008

Regulation 8 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notice of Acceptance of an Application for a Development Consent Order

A1 in Northumberland: Morpeth to Ellingham

Notice is hereby given that the Secretary of State for Transport has accepted an application by **Highways England Company Limited** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ (the "Applicant") for a Development Consent Order (DCO) under the Planning Act 2008 (the "Application"). The Application was submitted by Highways England to the Secretary of State c/o the Planning Inspectorate (the "Inspectorate") on 7 July 2020 and was accepted on 4 August 2020. The reference number applied to the Application by the Inspectorate is **TR010059**.

The DCO would authorise the improvements of the A1 between Morpeth and Ellingham (the "Scheme"). The Scheme consists of two Parts known as "Part A" (Morpeth to Felton) and "Part B" (Alnwick to Ellingham). The proposed development in summary involves:

- The upgrade of eight miles of the A1 to dual carriageway between Morpeth and Felton including construction of a new dual carriageway bypassing the existing A1 between Priests Bridge and Burgham Park;
- The upgrade of five miles of the existing A1 to dual carriageway between Alnwick and Ellingham;
- Four new split-level junctions to be constructed at Highlaws, Fenrother, West Moor and Charlton Mires;
- Construction of a new bridge where the A1 cross over the River Coquet parallel to the existing bridge; and
- Construction of a new accommodation bridge at Heckley Fence.

The DCO would authorise the compulsory acquisition of land, interests in land and rights over land, and the powers to use land permanently and temporarily for the construction, operation and maintenance of the Scheme.

The DCO would make provisions in connection with several ancillary matters including the temporary stopping up of lengths of existing highways in the vicinity of the route.

The Scheme is Environmental Impact Assessment development (“EIA development”) as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The Application is therefore accompanied by an Environmental Statement.

The application form and accompanying documents, plans and maps, including the Environmental Statement can be viewed electronically and free of charge on the Scheme page of the Planning Inspectorate’s National Infrastructure Planning website <https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-morpeth-to-ellingham/> and can be viewed electronically using the link above from **17 September 2020** to **30 October 2020** at the following location:

Location	Opening Hours
Morpeth Library	Monday 10:00 – 16:00
Royal Sovereign House	Tuesday 10:00 – 16:00
Manchester St	Wednesday 10:00 – 16:00
Morpeth	Thursday 10:00 – 16:00
NE61 1AF	Friday 10:00 – 16:00
Telephone: 01670 620391	Saturday Closed
	Sunday Closed

Please contact Morpeth Library to arrange an appointment for computer access to view the documents electronically. Please respect social distancing rules in place at Morpeth Library. More information regarding the current Covid-19 restrictions in place at Morpeth Library can be found at <https://www.northumberland.gov.uk/Home.aspx>

On request, a CD/DVD/USB containing these documents can be provided free of charge, please contact the Highways England via email at:

a1inNorthumberland@highwaysengland.co.uk

Please state whether you would like to receive copies of the suite of application documents or individual documents, whilst it is preferable to send these documents on a CD/DVD/USB hard copies of the documents are also available, and these can be obtained free of charge.

Any person may make representations on the Application to the Secretary of State (i.e.: giving notice of any interest in or objection to the Application). Any representation relating to the Application must be submitted on a registration form and give the grounds on which it is made. The Inspectorate have issued detailed advice on registering as an interested party and making a relevant representation, to which you are advised to have regard. This Advice Note (8.2 – How to Register to Participate in an Examination) is published on the National Infrastructure Planning website under ‘Legislation and Advice’ and can be found at:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

The Registration and Relevant Representation form will be made available by the Inspectorate once the registration / representation period has opened on the relevant page for the Application via the National Infrastructure Planning website <https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-morpeth-to-ellingham/>

Alternatively, you can request a hard copy of the form by telephoning **0303 444 5000** quoting the name of the Application and the Inspectorate's reference number **TR010059**.

Please quote reference number **TR010059** in all correspondence with the Inspectorate about this Application.

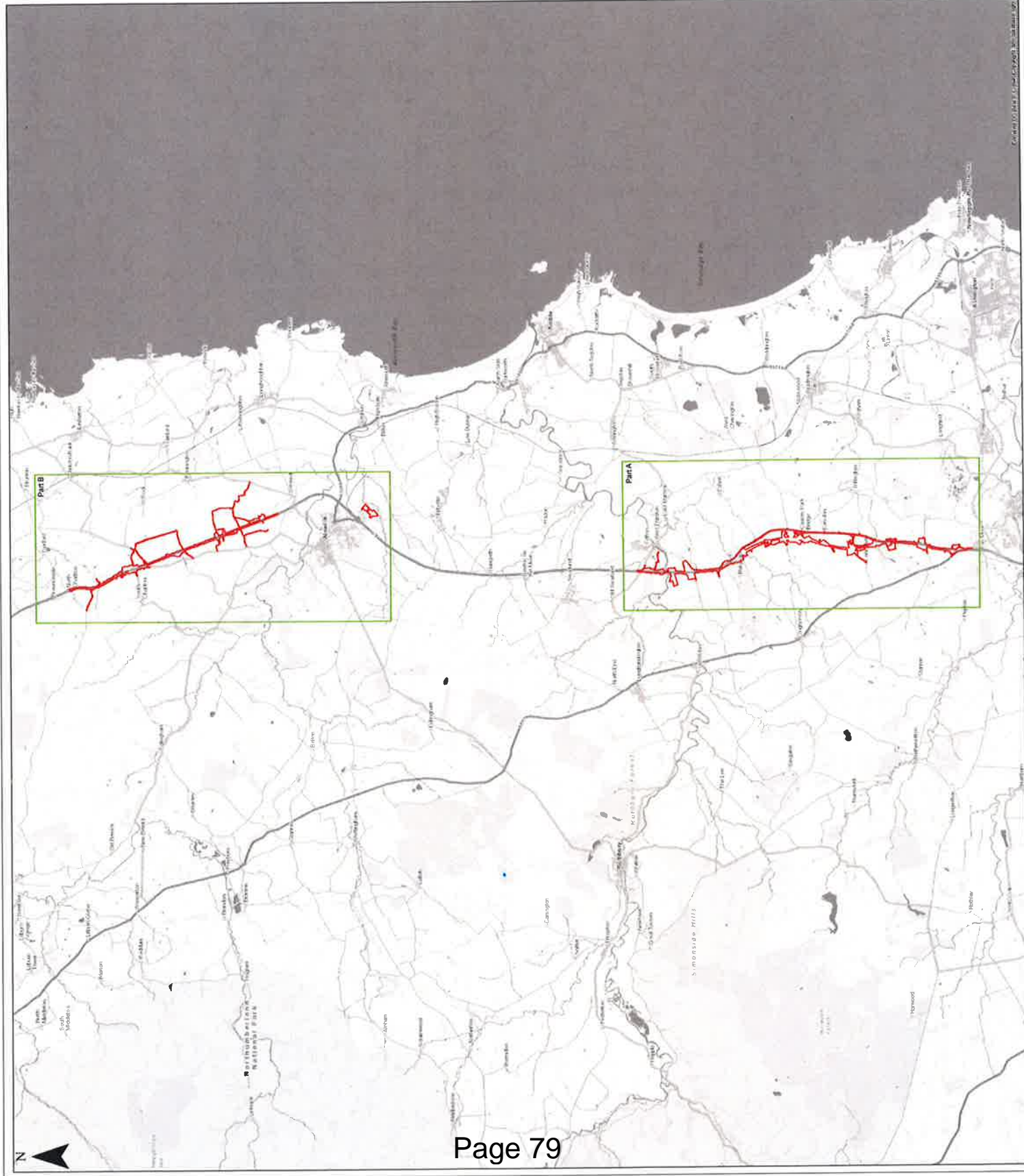
The period during which you can submit a Relevant Representation to the Inspectorate begins the calendar day after the date this Section 56 Notice is first published, which is **17 September 2020**, and will end on **30 October 2020**. Please note that any submitted representations to the Inspectorate will be published on the National Infrastructure Planning website for the Application.

Further information about the Application may be obtained from Highways England as follows:

Email: a1inNorthumberland@highwaysengland.co.uk
Telephone: 0300 470 4580

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1. KEY:
Order Limits



Number	DCO APPLICATION		Scale	SO
Client				
Project Name	A1 in Northumberland Morpeth to Ellingham			
Drawing Title	Master Location Plan Section 56 Notification			
Sheet	170-006	By Crown	Approved	28/09/2020
Design Date	28/09/2020	Drawn	28/09/2020	28/09/2020
Drawing Version	A1	Checked		28/09/2020
				Revision
				PJ
				4



HS2 East
Leeds City Council
Civic Hall
Leeds
LS1 1UR

Rt Hon Boris Johnson MP
10 Downing Street
London
SW1A 2AA

2nd October 2020

Dear Prime Minister,

Deliver the Eastern Leg of HS2 to level up the UK economy

We write to you as a group of MPs, Lords, civic and business leaders to urge your renewed commitment to the full delivery of the Eastern Leg of HS2 Phase 2b.

After signalling your commitment to Phase One and Phase 2a of HS2 earlier this year; we urge you to provide certainty to the communities of the Midlands and the North that so urgently need investment to speed their recovery from COVID-19. After decades of chronic underinvestment in transport, these regions are in desperate need of the regeneration, job creation and economic growth HS2 will bring.

The inequality and disparity between the towns and cities we represent and other parts of the UK is highlighted by a brand-new report from HS2 East. This partnership of the UK's 'powerhouse' cities and industrial heartlands across the Midlands, the North and Scotland is home to more than 13 million people and 1000s of businesses.

'Mind the gap: The role of HS2's Eastern Leg in bridging England's east-west divide' outlines the East-West divide that lies at the heart of the UK. An analysis of social and economic indicators has revealed a stark disparity between the outcomes and life chances of communities living along the Eastern Leg of HS2 Phase 2b, compared to communities surrounding the Western Leg of HS2 Phase 2b, and the UK average.

For generations the people living in these areas have been overlooked. It is a fact that the communities along the Eastern leg of Phase 2b suffer from lower productivity, are more financially stretched and less likely to achieve social mobility. In accordance with your 'levelling up' agenda, we urge you to tackle these issues by taking action now.

In our efforts to bring your attention to the Eastern leg, we do not wish to create divisions with the regions on the Western leg. We believe strongly that Phase 2b of HS2 should be delivered in full, and at the same time as the Western Leg. However, it is our duty as elected members



and civic and business leaders to outline why the communities we represent will benefit and prosper from Europe's largest infrastructure project:

- **Raising productivity:** The new high speed railway will transform connectivity between the UK's major cities and produce huge journey time benefits. Less time spent travelling and increased ease of access to new domestic markets will increase productive output and reduce the disruption caused by cancellations and delays.
- **Encouraging social mobility:** Not only will HS2's construction see the creation of thousands of apprenticeships, it will also prompt the creation of over 150,000 new jobs along the Eastern Leg, many of which will be highly-skilled.
- **Catalysing regeneration:** The arrival of HS2 is prompting widespread regeneration around the planned new stations in the Midlands and the North. This level of transformation has not been seen for a generation, and will see thousands of new homes built, new leisure destinations opened and a host of holistic placemaking in inner city areas.
- **Reducing transport poverty:** HS2 will be the backbone of our public transport network for the next century, and will vastly improve access to public transport for communities along its route. It is the basis of Northern Powerhouse Rail and Midlands Engine Rail.
- **Environmental impacts:** HS2 will create space for over 2 million lorries' worth of goods to be moved from Britain's roads onto its railways each year. A move that will reduce carbon emissions by 76%.

We believe that HS2 has a significant role in this country's recovery from COVID-19. A stronger, greener economy must be accompanied by better social mobility, productivity and prosperity for millions in our country. With this in mind, we would welcome the opportunity to brief you, your ministers and officials on this report (please find a copy enclosed) and our HS2 East partnership.

Yours sincerely

Cllr Kay Cutts, leader of Nottinghamshire County Council, co-chair of the HS2 East Partnership

Cllr Judith Blake, leader of Leeds City Council, co-chair of the HS2 East Partnership

With support from:

Lord Patrick McLoughlin, former transport secretary

Lord Andrew Adonis, former transport secretary

Hilary Benn MP, Leeds Central

Clive Betts MP, Sheffield South East

Sarah Champion MP, Rotherham

Judith Cummins MP, Bradford South

Julie Elliott MP, Sunderland Central

Tim Farron MP, Westmorland and Lonsdale

Lilian Greenwood MP, Nottingham South

Diana Johnson MP, Kingston upon Hull North

Fabian Hamilton MP, Leeds North East

Darren Henry MP, Broxtowe

Kevin Hollinrake MP, Thirsk and Malton

Paul Howell MP, Sedgefield

Ian Lavery MP, Wansbeck

Holly Lynch MP, Halifax

Jason McCartney MP, Colne Valley

Catherine McKinnell MP, Newcastle-upon-Tyne North

Ian Mearns MP, Gateshead

Nigel Mills MP, Amber Valley

Grahame Morris MP, Easington

Alex Norris MP, Nottingham North

Toby Perkins MP, Chesterfield

Craig Whittaker MP, Calder Valley

Baroness Burt of Solihull

The Rt Hon, Baroness Morgan of Coates

Lord Newby

Lord Wallace of Saltaire

Lord Shutt of Greetland

Cllr Martin Gannon, Leader of Gateshead Council and Chair of the North East Joint Transport Committee

Cllr Tricia Gilby, leader, Chesterfield Borough Council

Cllr Chris Poulter, leader, Derby City Council

Cllr Nicholas Rushton, leader, Leicestershire County Council

Sir Peter Soulsby, city mayor, Leicester City Council and chair of Transport for the East Midlands

Cllr Simon Spencer, deputy leader, Derbyshire County Council

Cllr Ian Ward, leader, Birmingham City Council and transport portfolio lead for the West Midlands Combined Authority

Corin Crane, CEO, Black Country Chamber of Commerce



Pat Doody, chairman, Greater Lincolnshire Local Enterprise Partnership

Dawn Edwards, president, East Midlands Chamber of Commerce

Elizabeth Fagan, chairman, D2N2 Local Enterprise Partnership

Paul Faulkner, CEO, Greater Birmingham Chambers of Commerce

Dan Fell, CEO, Doncaster Chamber of Commerce

Kevin Harris, chairman, Leicester and Leicestershire Local Enterprise Partnership

Matt Jackson, president, Sheffield Chamber of Commerce

Scott Knowles, CEO, East Midlands Chamber

Maria Machancoses, director, Midlands Connect

Henri Murison, director, Northern Powerhouse Partnership

Sandy Needham, CEO, West & North Yorkshire Chamber, West & North Yorkshire Chamber of Commerce

Sir John Peace, chairman, Midlands Connect

James Ramsbotham CBE, CEO, North East Chamber of Commerce

Paul Robinson, chairman, Rail Forum Midlands

Sharon Smith, CEO, Hereford and Worcester Chamber of Commerce

Mind the gap: The role of HS2's Eastern Leg in bridging England's east-west divide

September 2020



State of play

The UK economy has one of the largest levels of regional inequality of any advanced nation¹. Despite the Government's renewed commitment to levelling up, the fact remains that wealth, employment opportunities, productivity and social mobility are all hugely influenced by regional geography – and the gap is widening.

As we look to recover from the economic impacts of COVID-19, it is vitally important that investments are made to lift up left-behind communities, and rebalance the distribution of opportunity UK-wide. Without targeted action current conditions will serve to exacerbate these inequalities further, condemning a generation of young people to a life of financial hardship, frustration and unreachd potential.

North – South vs. East – West

Over successive decades, social, political and economic differences have been measured, analysed and consistently publicised in the media as demonstrating a clear North – South divide. Productivity, economic output and government investment in areas such as transport are significantly higher in London and the South East than communities in the Midlands and the North.

However, as the UK regions meet the challenges of attracting Government and private investment in the face of unprecedented economic pressures, new perspectives and analysis is required to demonstrate the need for and value of game-changing projects with the potential to catapult communities out of recession and truly level up the nation.



CGI of HS2 East Midlands Hub, the nearby Innovation Campus and planned development

In this report, we outline the economic and social disparities between communities on the Western and Eastern Legs of HS2, demonstrating that a pervasive East – West divide provides the clinching case for why the Eastern Leg of HS2 Phase 2b must be built in its entirety.

In a time where we need to work together towards a safe and prosperous future, this report does not intend to create divisions between the great regions of the North and the Midlands. We believe that both the Eastern and Western legs must be delivered in full.



Cllr Kay Cutts, leader of Nottinghamshire County Council, said:

“Now is the time to build back better and build back greener, accelerating our economic recovery from COVID-19. The Eastern Leg of HS2 is an essential part of this solution, one that will create thousands of high-skilled jobs and spread the benefits of investment and regeneration to the local communities that need it most. Government has committed to levelling-up the UK economy, it must now deliver on this promise, starting with the full construction of the Eastern Leg.”

¹UK2070: Make no little plans; acting at scale for a fairer and stronger future

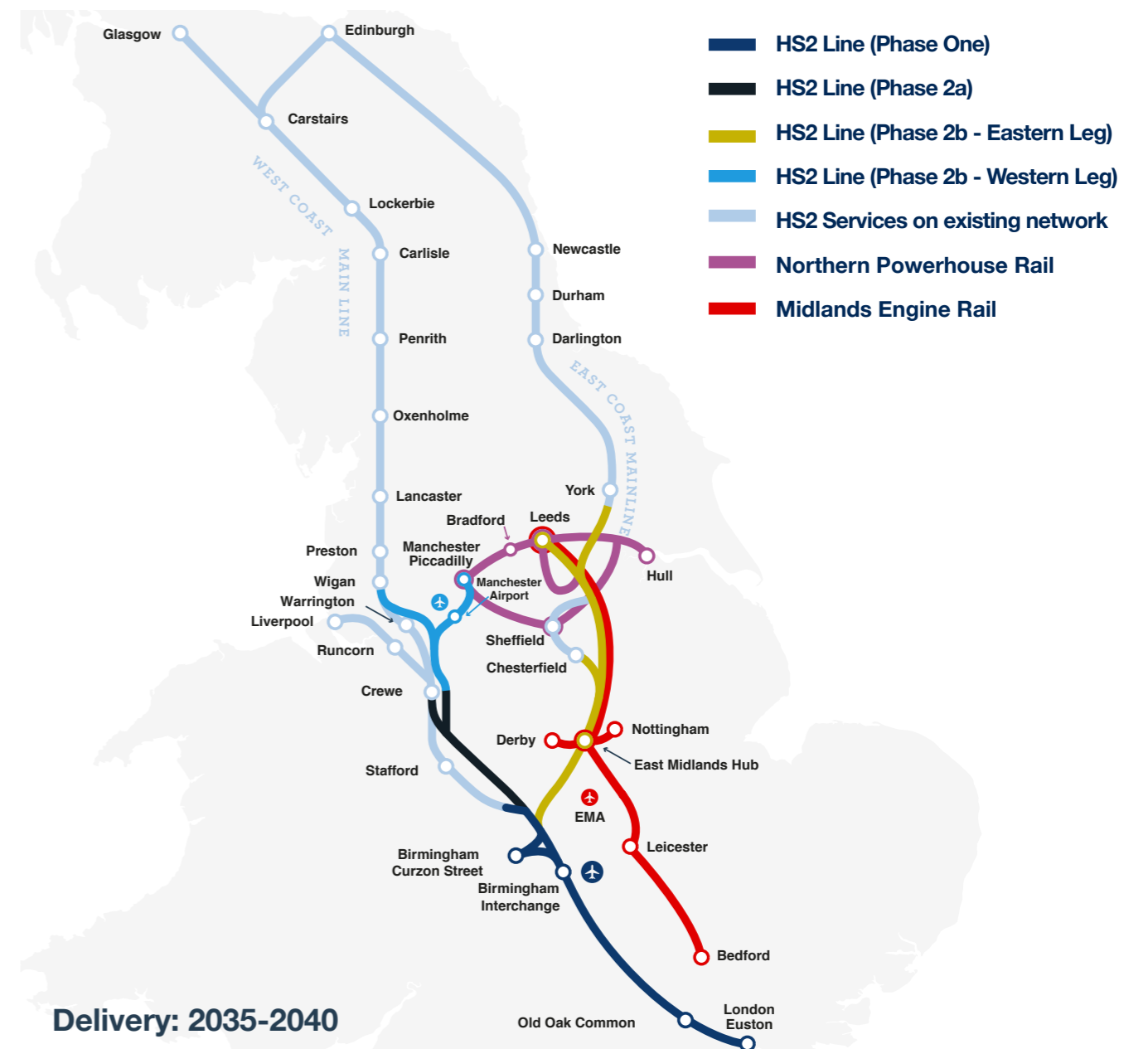
HS2's Eastern Leg

Set to run from Birmingham's Curzon Street station to the HS2 East Midlands Hub at Toton, to Chesterfield, Sheffield and Leeds, with the potential to extend to Newcastle and on to Scotland, the Eastern Leg of HS2 Phase 2b will connect communities that are home to over 13 million people and six million jobs.

In February 2020, the Government confirmed that while the development and delivery of Phase One (from London to Birmingham) and Phase 2a (from Birmingham to Crewe) would continue as planned, the Government would undertake a review of Phase 2b of the project, publishing an Integrated Rail Plan (IRP) to consider how both its Eastern and Western legs can be best integrated within the wider transport network. We expect this to be published before the end of 2020.

The evidence in this document demonstrates that a number of pertinent social and economic challenges disproportionately affect communities along the Eastern Leg of HS2 Phase 2b, both compared to the Western Leg of HS2 Phase 2b, and the UK as a whole. As well as outlining the nature of these inequalities, this report will explain how investment in our new high speed network will catalyse the regeneration, development and social mobility needed to address these disparities.




For the full benefits of our new high speed network to be realised, it must be built in its entirety; both the Eastern and Western legs of Phase 2b should be delivered as soon as possible.





The East - West divide

An analysis of social and economic indicators has revealed a stark disparity between the outcomes and life chances of communities living along the Eastern Leg of HS2 Phase 2b, compared to communities surrounding the Western Leg of HS2 Phase 2b.

Compared to communities on the Western Leg of HS2, the Eastern Leg of HS2 and its surrounding communities:

-  **Have lower productivity rates**
-  **Receive significantly less transport investment**
-  **Are home to more social mobility 'coldspots'**

Several other factors suggest a need for transport investment in the Eastern Leg geography, to stimulate economic opportunity:

-  **A number of towns and cities along the Eastern Leg are home to a high proportion of 'financially stretched' households**
-  **Concentration of transport poverty is significantly higher than the UK average and correlates strongly with areas of social deprivation**



Cllr Judith Blake, leader of Leeds City Council, said:

"There's no arguing with the facts – the Eastern Leg of HS2 is home to communities that are blighted by low productivity, are less likely to achieve social mobility and that have suffered from a chronic underinvestment in transport. Government must remedy this now, and commit to building the Eastern Leg of HS2 in full, as soon as possible, giving the Midlands and the North the resources needed to spark regeneration, job creation and economic growth."



Artist's impression of the planned regeneration of Leeds' South Bank, near the city centre

The Eastern Leg of HS2 in numbers

Productivity



22% less
productive than
UK average



11% less
productive than
Western Leg

Productivity in Eastern Leg regions (East Midlands, Yorkshire and the Humber and North East)

A third below London average in 2018

Transport Investment Per Head



33% below
UK average



21% below
Western Leg regions
(North West and West Midlands)

Social Mobility



42% of England's social deprivation coldspots, despite only having 23% of its population



Twice as many social deprivation 'coldspots' than Western Leg regions

Western Leg regions = the Western regions of the Midlands Engine and Northern Powerhouse, which run along the Western Leg of HS2 Phase 2b, composed of the West Midlands and North West.

Eastern Leg regions = The Eastern regions of the Midlands Engine and Northern Powerhouse, which run along the Eastern Leg of HS2 Phase 2b, comprised of the East Midlands, Yorkshire and the Humber and North East.



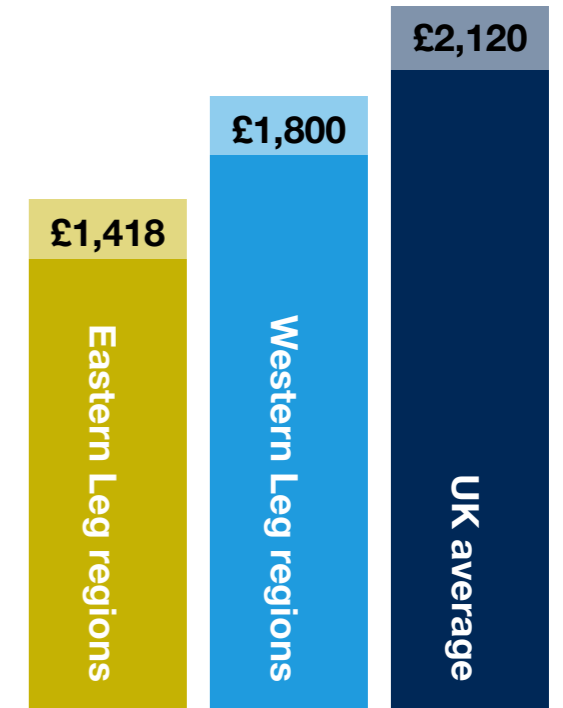
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Transport Investment

The Eastern Leg regions have suffered from a sustained and chronic underinvestment in capital infrastructure that has occurred under successive Governments over a period of decades.

In the five years from 2014-2019, the Eastern Leg regions received a transport spend per head that was 33% below the UK average, and 21% below that received by the Western Leg regions.

Overall transport spend per head (2014-2019³)

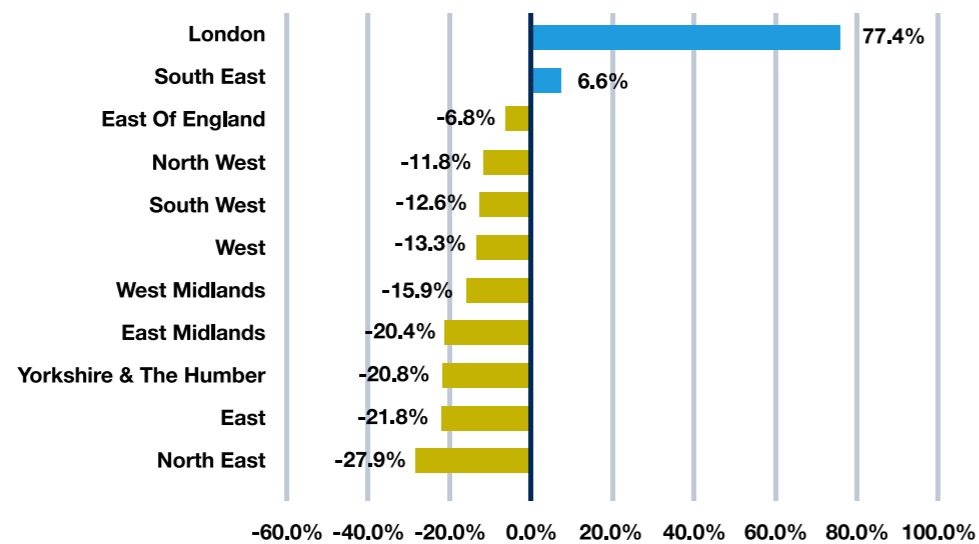


Productivity

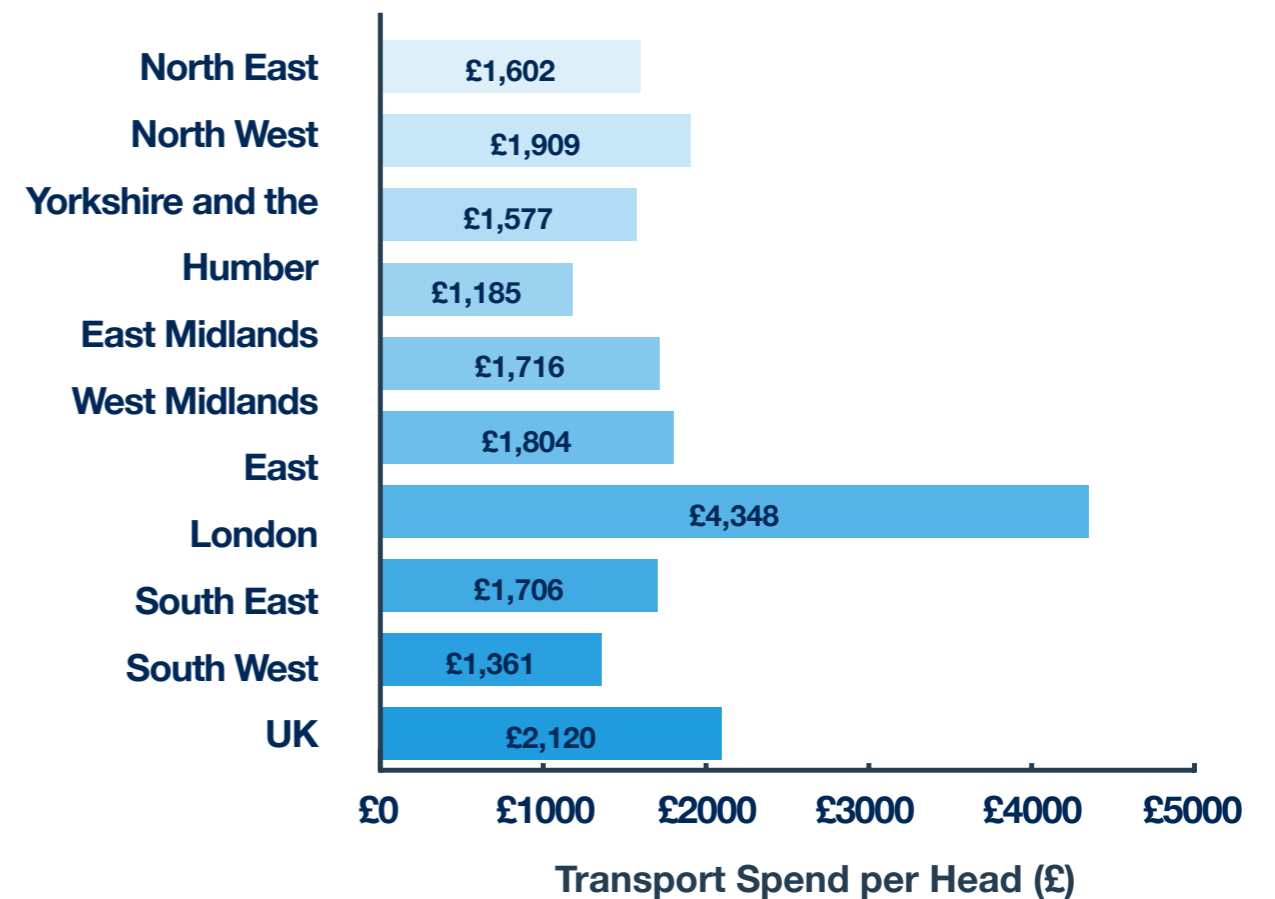
Productivity (GVA per head) by region compared to the UK average

As of 2018, the Eastern Leg regions (Yorkshire and the Humber, the East Midlands, and the North East) had the three lowest productivity levels of any region in England, falling 35%, 33%, and 32% below the London level in 2018.²

GVA per head in the Eastern Leg regions is 11% below that of Western Leg regions, and 22% below the UK average.



²ONS, 2020, Regional labour productivity, including industry by region, UK: 2018.



³p141 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/901406/CCS207_CCS0620768248-001_PESA_ARA_Complete_E-Laying_002_.pdf

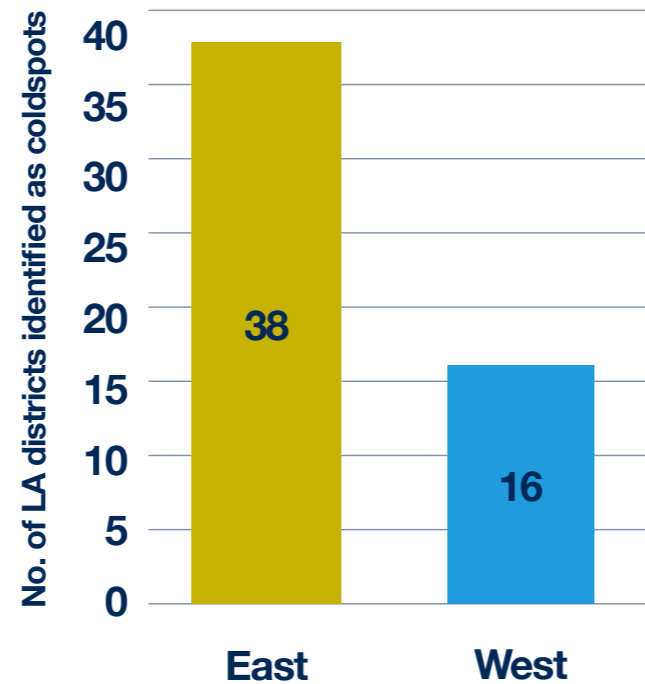
Social Mobility

Households along the Eastern Leg of HS2 are much more likely to experience poor social mobility; calculated using a variety of measures including the quality of schools/educational institutions disadvantaged children attend, the grades they receive and the salaried jobs they eventually secure⁴.

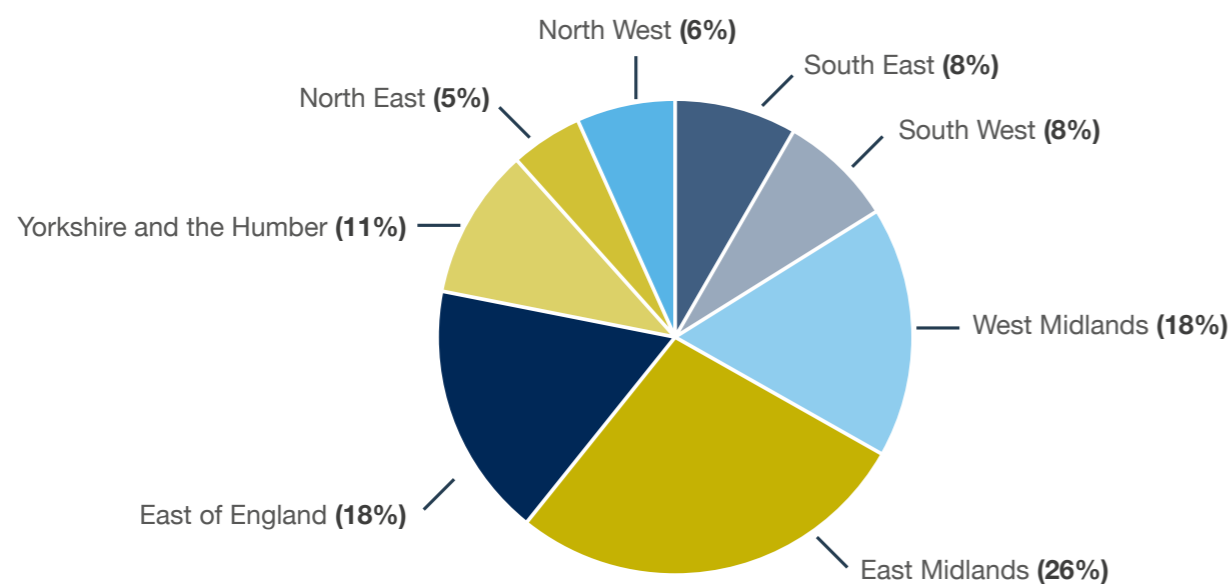
Communities surrounding the Eastern Leg are home to a high concentration of 'social deprivation coldspots'; where local authorities were within the lowest performing 20 per cent nationwide. Despite only housing 23% of England's population, communities surrounding the Eastern Leg were home to 42% of England's social mobility coldspots.

Social mobility along the Eastern Leg is 12% below UK average, while a prevalent East West divide is clearly demonstrated below:

Social Mobility Coldspots in Eastern vs Western Regions



% of England's social deprivation coldspots by region



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Eastern Leg Regions

42% of England's social mobility coldspots

23% of England's population



Western Leg Regions

24% of England's social mobility coldspots

23% of England's population

Transport Poverty

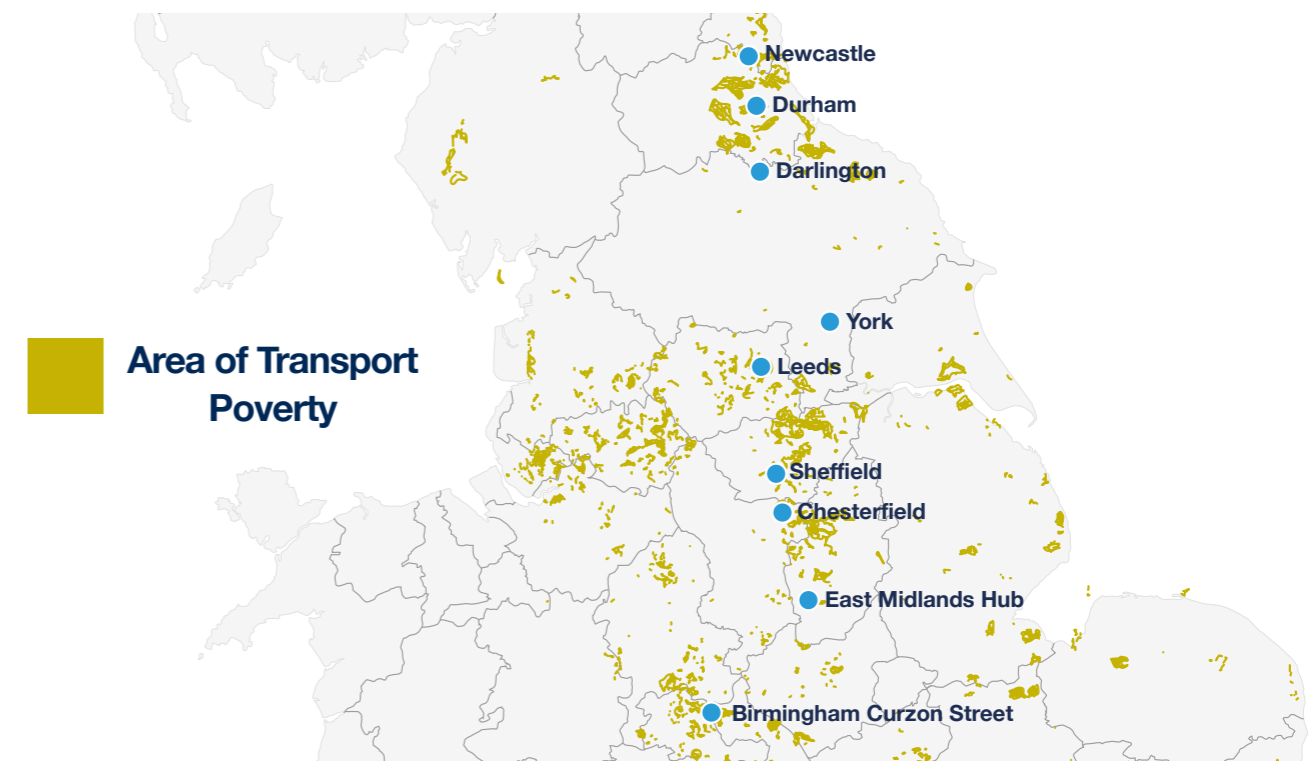
A household is considered to experience transport poverty where a lack of convenient, affordable transport access limits economic prosperity and quality of life. It may be that poorer public transport access hinders access to job opportunities or that struggling households are socially isolated or cut off from amenities by the high cost of owning a car.

Our analysis of transport poverty examined three main indicators, which when combined are a limiting

factor to economic growth. These were; public transport access, private transport access and labour market outcomes⁵.

It is clear that transport poverty is prevalent along the whole length of the Eastern Leg, and is largely restricted to urban areas close to the HS2-served stations shown below.

Eastern Leg Transport Poverty



The link between transport poverty and social deprivation is undeniable. You will see on the next page that areas of transport poverty and social deprivation hotspots are very highly correlated. Providing communities with better access to convenient transport is essential if we're to achieve better outcomes and empower left behind communities to benefit from better job opportunities and greater financial security.

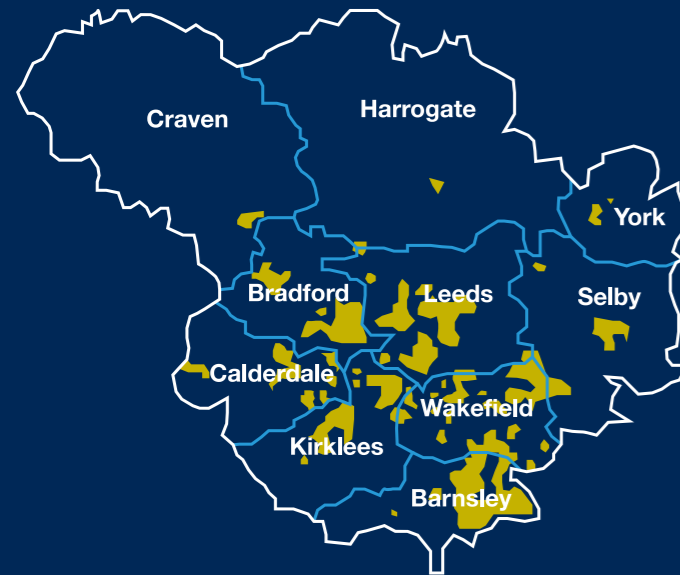


⁴Social Mobility and Child Poverty Commission; The Social Mobility Index (2016)

⁵HS2 East: Volterra, The case for an integrated new railway network serving the Eastern Leg (2020)

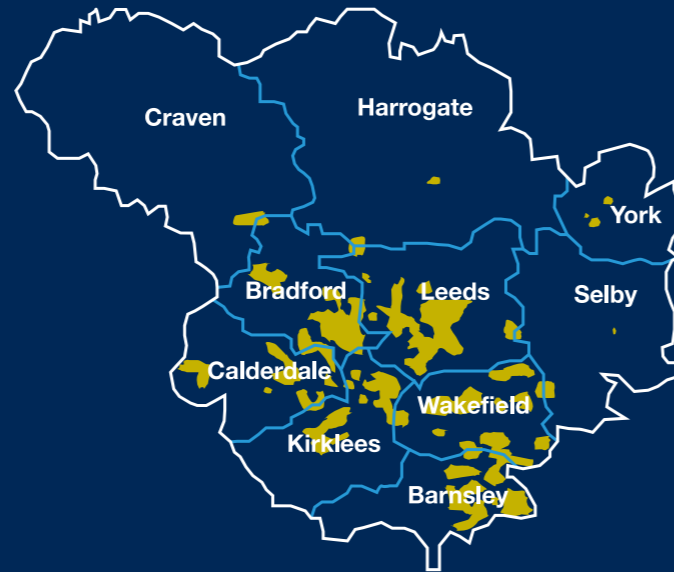
Leeds City Region

Transport Poverty



■ Area of Transport Poverty

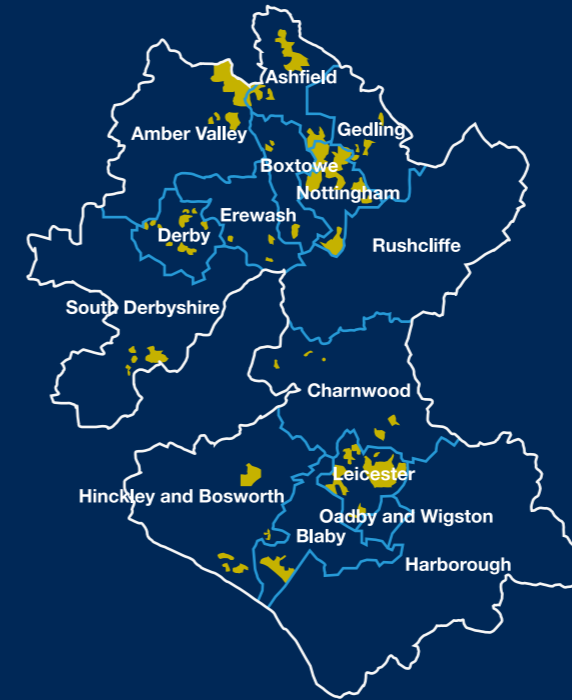
Socio-Economic Deprivation



■ Top 20% Most Deprived Area

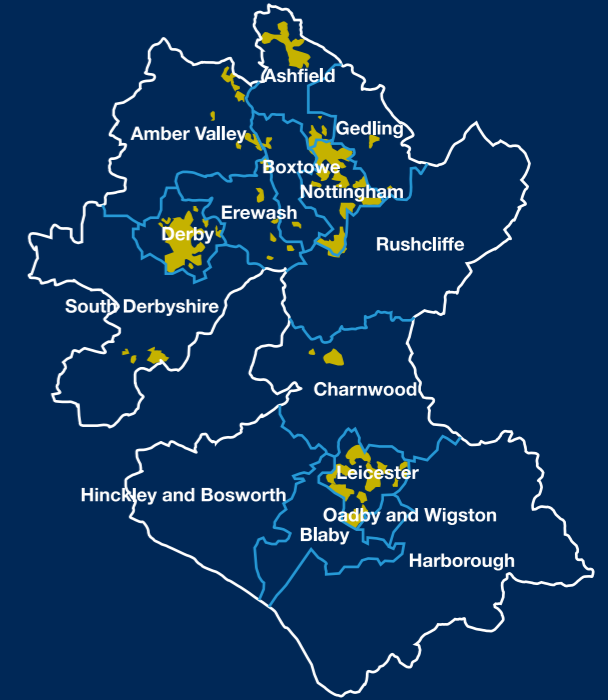
Derby, Leicester and Nottingham Primary Urban Areas

Transport Poverty



■ Area of Transport Poverty

Socio-Economic Deprivation

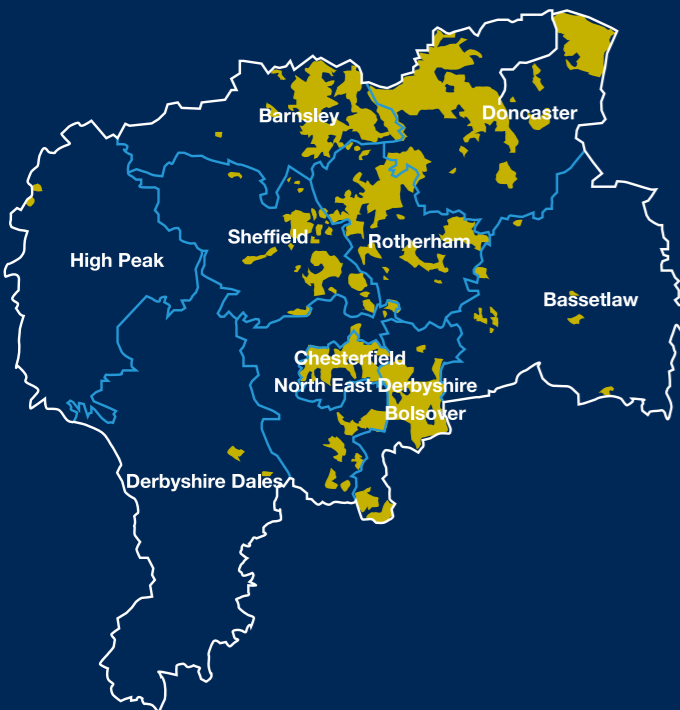


■ Top 20% Most Deprived Area

Page 90

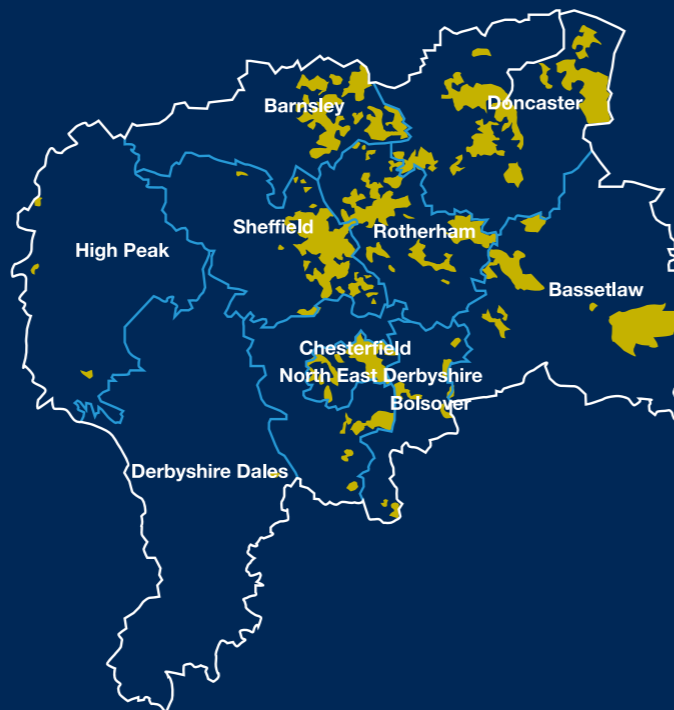
Sheffield City Region

Transport Poverty



■ Area of Transport Poverty

Socio-Economic Deprivation



■ Top 20% Most Deprived Area



CGI of planned development close to Chesterfield railway station

Financially stretched households

One of six socio-economic categories used to segment the UK population, financially-stretched households make up 23% of the nation's residents and are typically comprised of those living in low-value mortgaged or owned accommodation or those renting social housing, mostly semi-detached or terraced properties.

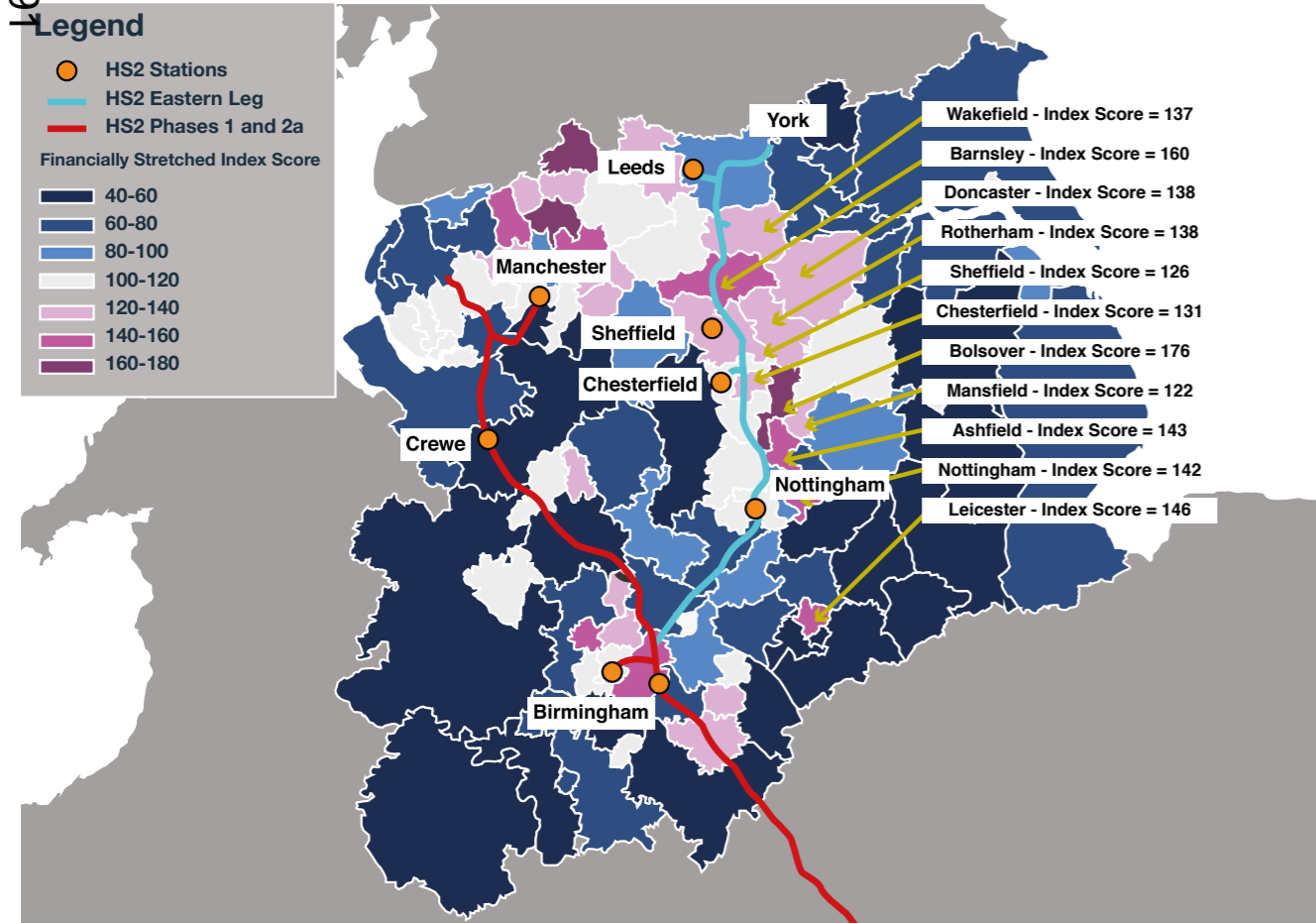
Financially-stretched households are:

- more likely to rely on low-skilled employment
- less likely to have higher-level qualifications
- less likely to have savings and more likely to struggle with debt
- home to a higher than average proportion of benefit claimants

Analysis of this data shows that a number of towns and cities along the Eastern Leg have an above average proportion of financially-stretched households, including Leicester, Nottingham, Ashfield, Mansfield, Bolsover, Chesterfield, Sheffield and Rotherham.



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Why do we need HS2?

The Eastern Leg of HS2 will catalyse the regeneration, job creation and economic growth needed to lift up communities surrounding our new high speed railway line. It will do this by:

Raising productivity -> Our new high speed railway will transform connectivity between the UK's major cities and produce huge journey time benefits. Less time spent travelling and increased ease of access to new domestic markets will increase productive output and reduce the disruption caused by cancellations and delays.

Encouraging social mobility -> Not only will HS2's construction see the creation of thousands of apprenticeships, it will also prompt the creation of over 150,000 new jobs along the Eastern Leg, many of which will be highly-skilled. The ease of access to these opportunities, along with the regeneration of deprived inner city areas will expose young people to a host of new possibilities.

Catalysing regeneration -> The arrival of HS2 is prompting widespread regeneration around the planned new station in the East Midlands, as well in Chesterfield, Sheffield, Leeds and York (see next

page). This level of transformation has not been seen for a generation, and will see thousands of new homes built, new leisure destinations opened and a host of holistic placemaking in inner city areas.

Reducing transport poverty -> HS2 will be the backbone of our public transport network for the next century, and will vastly improve access to public transport for communities along its route. It is the basis of complementary regional transport initiatives Northern Powerhouse Rail and Midlands Engine Rail that both utilise HS2 infrastructure, connect communities to the high speed line and use the capacity HS2 frees up on the existing network to run additional local and intercity services. This will raise productivity, encourage social mobility and reduce transport poverty.

Reducing emissions -> HS2 will create space on the conventional network for over 2 million lorries' worth of goods to be moved from Britain's roads onto its railways each year. A move that will reduce carbon emissions by 76%.

It will eradicate the need for domestic air travel, providing a carbon-neutral alternative to the hundreds of polluting flights that run between England and Scotland each week.

<p>+150,000 new jobs</p>	<p>Regeneration of inner city areas</p>	<p>Boosting productivity</p>
<p>Better local transport links</p>	<p>Space for more rail freight</p>	<p>Carbon-neutral travel</p>

Leeds
 +40,000 jobs
 +8,000 new homes
 +£54bn to the local economy by 2050
 Supporting the development of Leeds' South Bank, set to double the size of the city centre, creating new leisure facilities, housing and office space

York
 +7,000 jobs
 +£1.6bn GVA

Tees Valley
 +16,000 jobs over the next decade

Sheffield
 +12,000 jobs
 +1220 new homes
 + £970m GVA
 HS2 will generate swathes of development around Sheffield Midland station including over 180,000sqm of commercial space, new homes, leisure destinations and retail units.

Chesterfield
 +10,000 jobs
 +4740 new homes
 +£270m GVA per year
 New HS2 maintenance depot at Staveley creating hundreds of highly-skilled jobs.

The East Midlands
 +74,000 jobs
 +£4bn GVA per year
 The HS2 East Midlands Hub at Toton will be home to a state-of-the-art innovation campus, bringing together established businesses and start-ups to create 10,000 highly-skilled jobs.
 'Access to Toton' transport plan will link over 20 cities, towns and villages to the HS2 station, improving local transport networks across rail, road, bus and tram.

Full of Eastern promise

Given the evidence outlined in this document, alongside the mounting economic impacts of COVID-19, it is essential that Government gives businesses and investors along the Eastern Leg of HS2 the certainty they need to rebuild and flourish. Investment in these communities will have huge benefits for UK PLC; the geography is home to major international gateways, world-leading industries such as advanced manufacturing, life sciences, agritech and green energy production. Harnessing the potential of its people, workers and businesses will boost economic output, lift productivity and create opportunity for a generation of highly-skilled, prosperous households.

Our message to policymakers is simple; we need the Eastern Leg of HS2 – back it, built it, benefit from it.

Our asks of Government:

The Eastern Leg of HS2 must be built in its entirety; alongside and within a similar timescale as the Western Leg.

De-scoping, descaling or delaying the Eastern Leg would have dire economic consequences, and disproportionately penalise the communities that need its benefits most; communities that have suffered from decades of underinvestment.

Delivery must be completed as soon as possible

It is essential that the Phase 2b Hybrid bill is drafted as soon as possible following the publication of the Integrated Rail Plan at the end of this year – programme delivery must not slip.



Artist's impression of new mixed-use development next to Sheffield Midland station

HS2 EAST



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North East Joint Transport Committee

Date: 20th October 2020

Subject: Connected North East: Our Blueprint

Report of: Managing Director, Transport North East

Executive Summary

This report introduces the document, “Connected North East: Our Blueprint” a key element of the North East’s recovery and renewal process from Covid. The blueprint is centred around a request to central government to fund a package of connectivity measures, which will allow our region to get back on track towards our ambitions, as we live with Covid-19, and beyond. It is intended that elected members and senior stakeholders in the North East use the document as the centre piece of meetings and discussions with central government.

Recommendations

The North East Joint Transport Committee is recommended to note the contents of this report and approve the “Connected North East: Our Blueprint” document for use in discussion with Government.

1. Background Information

- 1.1 This report introduces the “Connected North East: Our Blueprint”. JTC members are asked to note this document as a method of signposting Government to our region’s connectivity needs and to influence the Government to invest in our region.
- 1.2 To ensure that there is a compelling narrative and description of our needs immediately available for discussion with Government, a Connectivity Blueprint has been prepared. This does not replace our region’s Transport Plan which remains under development for publication during 2021; however, it does mean that we have a document ready to go, designed to support discussions with Government with a view to securing a recovery package.

2. Proposals

- 2.1 Appended to this report is the Blueprint for members to recognise for use in developing discussions with Government.
- 2.2 The Blueprint covers both transport and digital asks, an appropriate combination given that both physical and digital connectivity are required to complement one another now more than ever.
- 2.3 As the document has been developed, it has been socialised across a broad section of people and organisations including business leaders, the academic sector, the voluntary sector, transport operators and the Trades Unions Congress, as well as local authority leaders. Representatives from Transport for the North and the Department for Transport have also reviewed the Blueprint.
- 2.4 Responses had been constructive and strong, observing that our region has acted quickly to bring the themes of digital and transport together and this approach has been well received.
- 2.5 Members are therefore recommended to endorse the “Connected North East: Our Blueprint” and note that it was submitted to Government ahead of the 24th September, the deadline for submissions for the Comprehensive Spending Review.

3. Reasons for the Proposals

- 3.1 The “Connected North East: Our Blueprint” document is intended to aid the region’s recovery and renewal by taking a proactive approach to central Government ahead of the Comprehensive Spending Review.

4. Alternative Options Available

- 4.1 Option 1 – The North East Joint Transport Committee may accept the recommendation set out in paragraph 2.5 above.
Option 2 – The North East Joint Transport Committee may not accept the recommendations set out in paragraph 2.5.
Option 1 is the recommended option.

5. Next Steps and Timetable for Implementation

5.1 Following members' endorsement of the document, it will be made available for use to representatives from the region engaging with central Government to secure additional funding and powers for our region.

5.2 The "Connected North East: Our Blueprint" document was submitted to Government ahead of the 24th September, the deadline for submissions for the Comprehensive Spending Review.

6. Potential Impact on Objectives

6.1 The "Connected North East: Our Blueprint" document has been designed to be complementary to regional documents and strategies, for example the Strategic Economic Plan and the upcoming North East Transport Plan.

Delivery of the schemes in the document will help achieve the region's key objectives for economic growth, greater opportunities and reduction of transport-based carbon emissions.

7. Financial and Other Resources Implications

7.1 The report sets out the funding ask associated with the Transport Blueprint

8. Legal Implications

8.1 None

9. Key Risks

9.1 Constraints on economic growth, future opportunities and reduction of transport-based carbon emissions and loss of connectivity are key risks if our call to Government is unsuccessful.

10. Equality and Diversity

10.1 There are no equality and diversity implications arising from the proposal.

11. Crime and Disorder

11.1 There are no crime and disorder implications arising from the proposals.

12. Consultation/Engagement

12.1 Broadly, 50 different people across the region have offered feedback on the content of the document. They come from a range of backgrounds and disciplines, and all feedback has been considered.

13. Other Impact of the Proposals

13.1 No specific implications

14. Appendices

14.1 Appendix 1 – "Connected North East: Our blueprint" document

15. Background Papers

15.1 None

16. Contact Officers

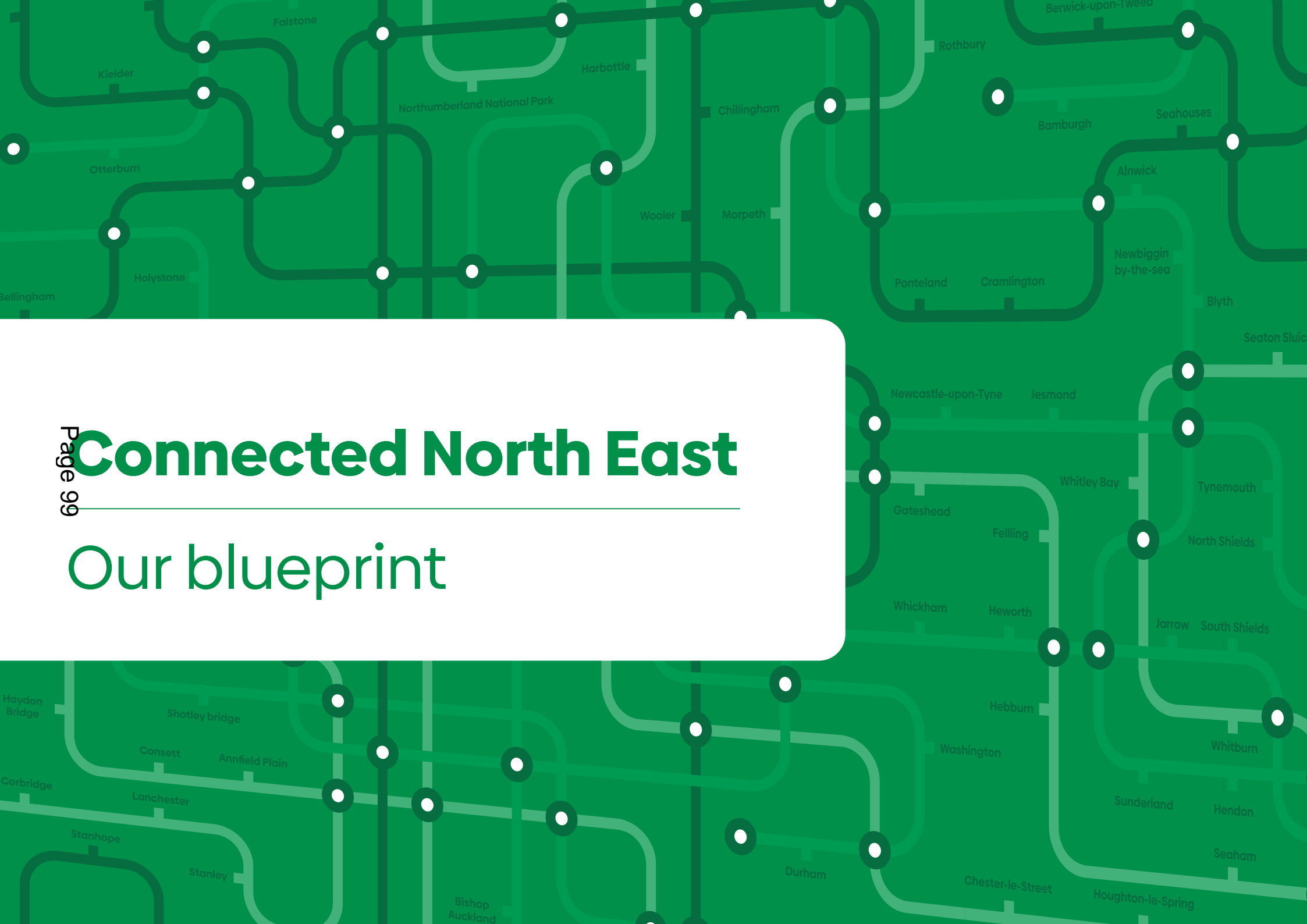
16.1 Tobyn Hughes
Managing Director, Transport North East
tobyn.hughes@nexus.gov.uk

17. Sign off

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

18. Glossary

Any acronyms or technical terms used are explained in the body of the report.



Connected North East

Our blueprint

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Foreword



The North East Strategic Economic Plan is focused on unlocking the potential of our people and places to increase productivity and create more and better jobs. While Covid-19 will leave its scars, it has also provided an unparalleled opportunity to review and reimagine the connectivity of our region.

This blueprint sets out exciting plans of how, by working in partnership, we can achieve a connected North East underpinned by a transport plan and digital strategy that opens access to opportunities and places, creates global competitive advantage, leads the decarbonisation agenda and plays to our sector strengths. Reading this, I hope you feel as optimistic for the future as I do.

Lucy Winskell OBE
Chair of the North East Local Enterprise Partnership



On behalf of the North East Joint Transport Committee I am delighted to endorse this blueprint to build a connected North East.

Covid-19 has been a cause for reflection and also a call to action. We need solutions to live with, recover and renew from the pandemic, while restoring faith in our sustainable transport network. This blueprint sets out our ambitious, yet achievable connectivity vision for the North East.

Our region, made up of two combined authorities and coupled by our common LEP and transport governance, not only has the passion to drive forward this change, we have the existing assets to provide a strong foundation upon which we can build.

We hope that government shares our ambition for our region; and will partner with us for our future success.

Cllr Martin Gannon
Leader of Gateshead Council and Chair of the North East Joint Transport Committee



We've been here before in the North East. We lost our shipyards, our steelworks, our coal mines, and our wagon works. We've seen the deep scarring that unemployment has on a region's future. Well, not this time. Democratically elected leaders, along with the custodians of our business and educational institutions, have come together and developed a plan.

A Connected North East will build on our track record of delivery. We'll connect our communities to opportunities. Connect our talented workforce to the new growth industries. Connect our businesses to the rest of the world and become a driver of UK prosperity.

The North East is famous for its bridges. There is no better symbol of connectivity. This plan is the bridge from the Covid damage of today to a prosperous, low-carbon tomorrow.

We're ready. If central government gives us a green light, we'll deliver a green future.

Mayor Jamie Driscoll
Mayor of the North of Tyne Combined Authority

Now is the time to build a connected North East

This blueprint sets out how a connected North East can increase the prosperity, quality of life and health of the region. Our goal is to create and sustain 100,000 more and better jobs in a growing and decarbonised economy, where social and health inequalities are greatly reduced. Better infrastructure is fundamental to achieving this.

This blueprint unites the potential of transport and digital together and by doing so, we are building a connected North East.

Covid-19 presents challenges and opportunities to our region. 30% of our workforce has been furloughed and 7.5% of the population is now claiming Universal Credit, an increase of 5% and the highest in the UK. Despite this our resilience has shone through with businesses pivoting their offer by moving services online.

We have been introduced to new ways of doing things and in the post-Covid-19 economy we need to be able to make viable choices between the digital and physical commute.

As we bounce back from the challenges, and embrace the opportunities, we have developed a pipeline of connectivity schemes that can be rapidly delivered, accelerated, or developed, so we can build a connected North East.

All schemes are mapped into work programmes following four principles to renew and recover our region →

Healthy and vibrant places

Our towns, cities and villages will find new futures hosting exciting events and diversified businesses, underpinned by digital backbones, reallocated road space and smart, public transport.

Connect communities to opportunities

Reinvigorated and new housing link to jobs, education, healthcare and leisure through infrastructure corridors of superbus, metro, rail and cycle and walking routes, which extend our digital reach.

Provide infrastructure to bring businesses here

Welcoming new and 'northshored' businesses and government organisations to our region with high quality transport, digital and free port infrastructure, as well as fast and reliable national and international links.

Enhance North East business advantage

Infrastructure, which is a 'shop window' for North East business, displaying our clean growth, knowledge, manufacturing and digital talents.

Our re-imagining of connectivity powers our region's mission to live through Covid-19; and rapidly recover and renew during and afterwards, providing more opportunities for employment and higher value jobs.

The Connected North East programme

We call on government to support us by investing £1 billion over the next five years in the Connected North East programme:

- £100 million invested in transport projects each year
- £100 million invested in supporting digital connectivity each year

And

- Devolve further powers to provide for integrated management of our transport network
- Sustain revenue funding to support public transport services
- Invest and upgrade our national infrastructure assets for our region, including the East Coast Main Line and major roads schemes.

We are giving businesses back their viability and our workforce back their employability – a connected North East is the unifying solution

The leaders of the seven North East local authorities and the mayor of the North of Tyne Combined Authority are wholly supportive and have given their backing to this blueprint to build a Connected North East:



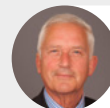
Cllr Simon Henig

Leader of Durham County Council



Cllr Nick Forbes

Leader of Newcastle City Council



Cllr Glen Sanderson

Acting Leader of Northumberland County Council



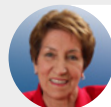
Cllr Graeme Miller

Leader of Sunderland City Council



Cllr Martin Gannon

Leader of Gateshead Council



Mayor Norma Redfearn

Elected Mayor of North Tyneside Council



Cllr Iain Malcolm

Leader of South Tyneside council



Mayor Jamie Driscoll

Mayor of the North of Tyne Combined Authority

Introduction

This is a once in a generation opportunity to build a connected North East

Welcome to the North East, we are a region with ambition

Our goal is to create and sustain 100,000 more and better jobs in a growing and decarbonised economy, where social and health inequalities in our distinctive and unique region are greatly reduced.

2020 – challenges and opportunities

The region has reached a crossroads – the Covid-19 pandemic has accelerated the demand, ambition and delivery of both digital transformation and mobility, and has presented our region with significant opportunities as well as considerable challenges.

We have an opportunity to realise new ways of living and working. In a post-Covid-19 economy we need to be able to make viable choices between the digital and physical commute.

What are we going to do? – We are building a connected North East

This blueprint sets out how a connected North East can increase the prosperity, quality of life and health of the region. In doing so we will address inequalities, improve livelihoods and create a greener more sustainable region.

We are combining both transport and digital infrastructure. Hand in hand, transport and digital technology enable the growth and productivity of a green, healthy, dynamic and thriving region.

We want to accelerate and transform digital and transport connectivity across the regional economy, enhancing productivity and the quality of public and private services, and create

new opportunities for our businesses across all sectors.

Enhanced infrastructure is fundamental to unlocking economic impact and social mobility across the entire region. By creating step changes in our transport network, alongside leveraging the significant assets and potential of our regional digital economy, we are not only embedding resilience, we are positioning the region to thrive beyond Covid-19.

Providing connectivity to all – leaving no one and nowhere behind – is our ambition.

We are building a connected North East.

How does improved connectivity allow us to live the way we do?

Connectivity is what links us. It is the digital or physical infrastructure that enables access, connecting us to the services we all rely upon for our everyday lives. Within our region, it's important that our population of two million residents can reach work, education and healthcare either online or in person.

We need it to reach beyond our region too by ensuring international connectivity through our ports and airport. Moving millions of people and tonnes of freight are critical to the success of the North East.

To us, excellent connectivity is the ability to reach others easily and reliably wherever they are in the region, country or world; whether in person or online. It means we have the connections to move freight and data, and allow people to choose whether they commute physically or digitally, or a combination of both.

To achieve our ambitions we need to:

Deliver
100,000
more and better jobs

Covid-19 has caused a setback but we are determined not to lose sight of our wider job creation ambitions.

This means continuing with our long term goal to provide more opportunities for employment and higher value jobs – shaping a new and more sustainable North East economy.



Decarbonise

All of our local authorities have declared climate emergencies, supporting the drive for decarbonisation and to address air quality challenges in the region.

This means reducing carbon emissions bringing about improvements in air quality across the region with a focus on areas that are in exceedance of target levels. This will be achieved by decarbonising the ways we work, live and travel with supporting a shift to a more sustainable and healthier way of life in the North East for our residents and visitors.



Tackle health inequalities

The North East has the lowest life expectancy of all the English regions.

This means improving health and wellbeing outcomes for local people, enabling the North East to attain health levels at least equal to other regions in the UK. This also will help to ease pressure and cost on our NHS.



Unlock access to opportunities

Covid-19 has seen some of the region's long-standing social inequalities return. These inhibit access to future opportunities and reinforce deprivation and inequality.

This means delivering access to opportunities, enabling people in all parts of our region to have a fair chance to access opportunities for employment, skills, and higher value jobs, which would increase our region's productivity. This will help to move people off Universal Credit and into gainful employment, education and training.

This plan is good for the whole country

Helping us deliver a connected North East will enable a more productive and resilient economy with a skilled workforce generating increased tax returns, a more active and agile population reducing the burden on the NHS, significant strides to decarbonise the region's lifestyles, and superb research and development capabilities driving forward the ability to build a greater future for the region and UK.

Uniting the potential of transport and digital

We have developed four work programmes for this blueprint to enable us to renew and recover our region.

Their development and strategic direction has been drawn from our existing regional Digital Strategy and our upcoming North East Transport Plan, demonstrating that we have the foundations and credibility to deliver a pan-region connectivity programme. This approach has ensured we are well placed to build on our existing strategies and plans, with a shared vision of what a Connected North East could and should be.

North East Digital Strategy

The North East LEP's Digital for Growth strategy focusses on developing a pipeline of activity that aligns to the national digital agenda by building on our existing digital assets and capabilities. The strategy identifies four priority themes:



Data

Harnessing the power of data and analytics, revolutionised by the onset of 5G, AI and machine learning. Reimagining the future of regions, cities and communities providing routes to data-led growth.



Digital collaboration and enterprise

Accelerating our thriving tech sector and driving innovation to grow technology-enabled businesses and create new products, services and solutions.



Workforce

Building an inclusive and resilient labour market by improving digital literacy and access to technology – increasing employability and making careers in digital attractive and possible for all.



Infrastructure and connectivity

Deploying next generation digital infrastructure to connect people and places through fibre, ultra-fast Wi-Fi and 5G – providing ubiquitous connectivity to homes, businesses and open spaces leaving no one and nowhere behind.

North East Transport Plan

The first North East statutory transport plan is currently in development. It will set out our priorities and form the basis for bids and requests for funding for transport investment in our region up to 2035. The objectives have been approved by the North East Joint Transport Committee:



Carbon-neutral transport

Help tackle the climate emergency declared by our two Combined and seven local authorities in the North East.



Overcome inequality and grow our economy

Aligned with the North East LEP's long term goal to return the region to pre-Covid-19 GDP and employment levels, moving forward in pursuit of our economic ambitions set out in the region's Strategic Economic Plan.



Healthier North East

Seek to improve people's health by increasing the levels of active travel and reducing carbon emissions, thereby improving air quality.



Appealing sustainable transport choices

Introduce measures that make sustainable travel, including cycling and walking, an attractive, green alternative to getting around.



Safe, secure network

Strive to ensure people feel safe and secure when travelling around the North East.

Work programmes to build a connected North East



Healthy and vibrant places

Schemes that are cultural-led, sustainable access to a network of places across the region, underpinned by digital solutions for effective operations.



Connect communities to opportunities

Schemes that drive up the accessibility, speed and reliability of our connectivity network for all, achieving equity through both digital and physical means.



Provide infrastructure to bring businesses here

Schemes that target investment to enable businesses to thrive with support for a digitally enabled economy.



Enhance North East business advantage

Schemes that capitalise on our sectoral strengths across the region to tackle climate action, showcase our innovation culture and solve challenges through technology.

North East England – our region

Our region is a made up of a diverse mix of urban and rural communities and home to almost two million people. Our three vibrant city centres of Durham, Newcastle and Sunderland are surrounded by lively towns and villages, long stretches of unspoilt coastline, and some of the most beautiful and least populated countryside in the UK. Our region contains two UNESCO World Heritage Sites, a National Park, and countless historically significant industrial locations including Beamish – the Living Museum of the North.

The North East has a workday population of just under one million people, resulting in our regional economy generating £40.1 billion GVA in 2019.

The region's academic sector includes our major universities: Durham, Newcastle, Northumbria and Sunderland, plus assets such as the National Innovation Centre for Ageing.

We have considerable economic strengths including high value advanced manufacturing, with clusters in several sectors including automotive and pharmaceutical, renewable and offshore energy production. We have plans to build on our manufacturing strengths with the development of the International Advanced Manufacturing Park (IAMP) being led by Sunderland and South Tyneside Councils near Nissan's car plant close to the A19.

We are known as leaders in innovation assets, digital and knowledge-based services, culture and creative industries.

Our proud history of industrial innovation, flexibility and resilience makes our region what it is.

We have some of the best coastlines and coastal resorts with recent and ongoing regeneration projects such as South Shields 365, which has delivered a new transport interchange for the town and home to The Word – the National Centre for the Written Word.

Our vibrant digital community is one of the most productive and fastest developing in the UK, across industry and public services.

A combination of start-up, high growth

and established businesses sit alongside. For example, we have PROTO, an emerging technology centre, located in Gateshead that's home to some of the region's most innovative businesses. In Sunderland, we have the Digital Catapult centre providing localised and tailored services to drive digital adoption across the North East. As well as this, our schools, colleges and universities are leading the development and uptake of digital skills.

We have a well established integrated public and sustainable transport system with potential to improve this further to expand its reach and capability. Our existing network contributes a significant amount to the region's economy and ease of connectivity by providing access to jobs, workforces and customers, and allowing socially important connections to be maintained for visiting relatives and friends, and accessing leisure and shopping destinations, as well as helping to tackle the region's environmental and congestion problems.

People in our area use buses more than in any other comparable region and they are a key element of our transport system.

Last year there were over 162 million bus journeys made in our region. There are high levels of satisfaction with bus services and our bus operators continue to renew or retrofit their fleet with greater levels of technology and reduced emissions. The bus industry employs several thousand people in the North East. Cooperation between our local and combined authorities and bus operators has been constructive and positive throughout the pandemic. Along with the establishment of NEbus – the bus operators' association – this close cooperation can be built upon to help all partners transform and develop the region's transport network post Covid-19.

Tyne and Wear Metro and Local Rail also play a critical role as an economic enabler. Research shows that together they contribute up to £224m of Gross Value Added (GVA) to our regional economy each year and that every new journey on the network brings a £8.50 direct benefit to the economy. Metro also plays an important role in multi-modal journeys. Metro, bus and taxi interchanges enable integrated

journeys to be made, with through-ticketing products available, as well as many stations having park and ride options. A £362m new Metro fleet is planned, with the new trains due to be fully phased on the network by 2024.

We have well-developed plans to take devolved responsibility for local rail services, built on integration with the Metro.

We also have a growing and improving cycling network. The Shields Ferry is a key link in our sustainable travel network, providing a vital cross-Tyne river service for walkers and cyclists. Coaches are an essential part of our tourist offer and also play a major part in school transport and educational activities.

We have strong national and international connectivity too. In the near future, the North Atlantic Optical Fibre Loop cable will link Stellium Datacenters – based in North Tyneside and the largest purpose-built datacentre campus in the UK – to mainland Europe, giving the region faster and more reliable digital connectivity and interconnecting national and international networks. Our region sits strategically on the East Coast Main Line which connects us to the capitals of England and Scotland as well as the other main cities in the North and Midlands. We have five seaports which handle millions of tonnes of cargo, with Port of Tyne also handling hundreds of thousands of passengers, with strong road and rail connectivity. Newcastle International Airport is our global gateway connecting our region to the world and is the second largest airport in Northern England serving over five million passengers.

But above all, our people make our region unique. The North East is made up of positive and well-skilled people who want to contribute to moving our country forward.

Yes, our region is vulnerable to economic shocks, more so than in other parts of the UK, but with our strong existing assets and resilient people, we firmly believe we have the potential to deliver the greatest integrated sustainable transport and digital network in the world. To achieve this, our region requires further investment to deliver its economic recovery and growth.



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Connected North East – responding to Covid-19

The stories from our region, combined with the facts and figures that we have collected, set us some important challenges. We must acknowledge and address them so that we can move forward from Covid-19, building back a better connected North East.

Key insights

- Our regional resilience has shone through with innovators and entrepreneurs inspired by the opportunity to change the way we do things and deliver a more connected region. History has taught us that although we can be vulnerable to economic shocks, we have the skills, ingenuity and drive to stimulate a fast recovery and remain resilient;

High levels of furlough and universal credit claims are evidence that our workforce and young people will be seeking opportunities. It is our role as a region to help create these for the communities we serve by using targeted investment to enable a vibrant future;

- Covid-19 has increased physical activity for some in our region; but although health inequalities remain, we can address many of these physical access issues and encourage a healthier relationship with connectivity;
- Inequality for many, especially digital inequality is evident, with many unable to move online when physical alternatives became unavailable when lockdown began and physical travel was not permitted. With concerted cross-sectoral action we can address this;
- Globally, the economy is adapting to Covid-19; and lifestyles are changing too. This is a major opportunity for our region which offers a great standard of living and can support the North Shoring of people and business; and
- We need to regain ground and are confident that with enabling investment we can get back on track to creating 100,000 more and better jobs.

Our call to action:

Our programme is ambitious but is deliverable and we anticipate that with collective action, with regional and national investments the following can be delivered. Schemes are detailed on pages 11-13.

2020

In the immediate short term:

- We will continue to make the case to government and its agencies including Highways England and Network Rail to continue to invest in planned programmes of work to connect the region, physically and digitally;
- We will ensure that vital services are in place to keep people mobile and connected to economic, training opportunities and healthcare;
- We will press for rapid intervention from government on shovel-ready infrastructure schemes to facilitate our recovery;
- To follow on from recent funding, government will need to accelerate major scheme development for our longer-term recovery;
- We will deliver infrastructure that unlocks our growth sites and the means in which to transition to a digitally powered economy;
- We will make significant strides towards enhancing digital connectivity across the region and skills programmes in place to facilitate access and achieve inclusivity;
- We will ensure our places will benefit from consistently high quality public Wi-Fi.

2025

In the medium term:

- We will deliver an exemplar walking and cycling network that is of consistent high quality and will start to be forged right across the region;
- We will consolidate the environmental and activity habits of the region to secure better health and air quality;
- We will ensure that the skills, health and opportunity benefits of retained and improved connectivity will shine through;
- We will highlight the competitive advantage of all forms of public transport and active travel with high quality assets;
- We will deliver a data driven region and economy;
- We will harness the power of sensor technology and broadband connectivity to manage our assets remotely;
- We will unlock the potential of our ports and airports in a greener way;
- We will utilise digital technology to reframe our relationship with transport, including information, payment and ticketing mechanisms;
- We will make significant strides towards a decarbonised public transport network;
- We will accelerate 5G connectivity around the region with programmes to maximise its impact;
- We will deliver a transformed network of places with high quality cultural-led regeneration interventions framed around active travel, public transport and digital means from which they can thrive.

2030

And for our longer term ambitions

- We will continue our successful delivery of larger packages underway through a rolling development and delivery fund;
- We will provide our businesses with the clean infrastructure they need to grow; and make the conditions to enable more to come to join us. We will celebrate their success;
- We will have the capability and capacity to manage our assets remotely across the region and harness the power of technology;
- We will reap the benefits of equitable national and international connectivity to others;
- We will use our region's assets to our advantage in leading to a low carbon future with alternative fuels researched and deployed here together with renewable energy forming a significant part in how we power our network;
- We will deliver an exemplary skills programme and innovation led exercise to frame the workforce and solutions of tomorrow;
- We will test and deploy these solutions building on the base connectivity delivered in the earlier stages of the programme.

The impact of Covid-19 on our region

Many of the long-standing social and economic challenges and inequalities that the region has always been vulnerable to have re-emerged.

Despite this, the region and its people have shown resilience and ingenuity, just as we have always done. As we navigate the challenges and changes that Covid-19 presents, we have an opportunity to realise new ways of living and working.

The region has changed

2020 brought a reduction in personal mobility never seen before and changed behaviours, emphasising the need for better connectivity whether digital or physical.

Environment

The lockdown gave us cleaner and quieter towns, cities and neighbourhoods. The North East is now in a strong position. We will work to sustain some of the benefits this has afforded us.

Working from home

We estimate 27% of the region's workforce are now working from home, slightly behind the UK figure of 32%.

However, the underlying pre-Covid-19 data highlights that we had the smallest percentage of regular homeworkers, with just under 4% of people in our region working solely from home in 2018.

Post Covid-19 rates of working from home will fall back but certainly not to where they were.

Workforce

Our region has a diverse workforce. On the one hand we have a high proportion of public sector employees and financial and professional services. These are largely desk-based jobs readily adaptable to remote working, if the requisite infrastructure is in place.

On the other hand, the region has a high proportion of manual roles in, for example, manufacturing, tourism and construction – sectors with place-based roles not deliverable via remote working. This is clearly demonstrated by the fact that 30% of the workforce was furloughed during the lockdown period.

These challenges have been intensified by the impact of Covid-19. The pandemic has accelerated the demand, ambition and delivery of both digital transformation and mobility, presenting significant opportunities as well as considerable challenges.

Businesses are also looking to pivot through the use of digital adoption towards moving their offer, service or products online.

Whilst our region has adjusted well, we are vulnerable to the effects of Covid-19. Despite this the region has significant untapped potential which we can build on through enhanced connectivity.

High streets

North East retail footfall has been in decline since 2015 and Covid-19 has impacted this further with a decline of 66% in June 2020 compared to last year. One of the key reasons for visiting the high street less is shop closures; as shops close, fewer people visit the high street making it less economically viable for remaining shops to trade. The recovery from Covid-19 must address this from the start.

Key insight

The region must meet these opportunities and challenges head-on so that we are not just surviving the global pandemic, but enabling an ambitious and productive region for the future.

The unifying solution to these challenges is connectivity.



Over a quarter of a million people furloughed in the North East LEP area
30% of the workforce (251,200)



67,000 more people on Universal Credit in the North East LEP area
a 55% rise since March



Regional retail footfall
June 2020 – down 66% compared to June 2019
July 2020 – down 53% compared to July 2019



Regular reporting of **poor internet connectivity** in parts of the region – a persistent problem for North East people and businesses



27% of the local workforce are working from home
Behind the UK figure of 32%



It took until **2016** for North East employment to return to **2008** levels following the last recession – the speed of this recovery must be faster



Transport emissions per capita = 1.7 (tonnes CO2)
– the best performing region outside of London

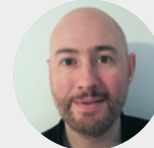


92% of days showing as 'low emissions' on the Air Quality Index in the North East in 2019



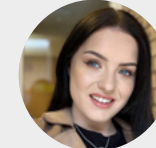
I was furloughed by my employer so I have been at home the whole time. I use the internet for streaming TV and almost every day I can tell when people are logging on to work as my broadband can't keep up with the demand. If more people are going to work from home I hope the broadband speeds and stability can be improved.

Alex – Hebburn, Pilot



From the beginning of March (the start of lockdown), all of my lectures/seminars were cancelled so I had work from home for my assignments. This has affected my social life as I've missed my friends and really look forward to everything returning back to normal. Although my classes were cancelled, I was able to communicate with my tutor via email and Google Hangouts.

Alicia – South Shields, 3rd year student



The cost to pay for the extra devices so my kids can home-school at the same time has been rather challenging, we frequently lose our broadband connection, and I don't have the digital skills to support them when there is a technical problem. I can't wait for them to all go back to school but I worry about how they will get there safely.

Selina – Crawcrook, Gateshead, Mum of three kids



The strain put on rural patient transport services would have been greatly eased with greater access to regular and coordinated links to town, city and county hospitals.

Dr Angus Aitken – Allendale, Northumberland, GP



We are very aware that many individuals from our communities are feeling especially isolated at this time due to digital exclusion as they are not able to access online support and activities. This is due to not being able to afford broadband and electronic devices, safeguarding issues, lack of privacy in extended family households, or not having the necessary digital skills. This is especially true for older people, and those who have English as an alternative language.

Vikas Kumar MBE – Director of GemArts based in Gateshead



Our track record – trusted to deliver

The North East has a recent and strong reputation for successfully delivering major investment programmes on-time and on-budget.

Our strong track record in delivering major programmes includes £350m for asset renewals on the Tyne and Wear Metro system and the North East Local Enterprise Partnership's Local Growth Fund (LGF), a capital programme of £270m that forms a key element of the North East Growth Deals agreed with government between 2014 and 2017.

The LGF also included the Local Sustainable Transport Fund, a regionwide mini-programme focusing on sustainable methods of transport, including cycle ways and improved traffic management systems to enable more reliable transport links.

Recently our region received £2.26m through the first tranche of the government's emergency Active Travel Fund to support and grow cycling and walking during and after the Covid-19 pandemic. Our local authorities were able to swiftly deliver 'pop-up' active travel infrastructure across the region.

We also have an established low carbon sector through the 'Go Ultra Low' programme, which has made progress in delivering a high-quality electric vehicle charging network for the region, including a new Electric Vehicle Filling station in Sunderland.

Earlier this year, we were awarded £198m through the Transforming Cities Fund, including £95m to unlock frequency and reliability improvements across the Tyne and Wear Metro system through dualling the remaining sections of track.

The North East has a strong and demonstrable track record in digital design, innovation and creativity. With the establishment of the North East LEP's Digital for Growth strategy, the region now has the framework in place to ensure our partners can work together to build the region's digital assets.

Our Joint Transport Committee oversees integrated transport arrangements and operations across the whole area, confirming our regional transport powers and track record of working in partnership with organisations.

Our recent track record and governance arrangements show that we can manage responsibility for the delivery of a variety of projects. In recent years the government has given us repeated votes of confidence by awarding us funding and financing, trusting us to deliver projects with effective scrutiny. This also provides us with the strong platform for additional powers. **We stand ready, willing and able.**



Electric Vehicle Filling station, Sunderland – 2019



Northern Spire Bridge, River Wear – 2018



£350m Metro Asset Renewal Plan programme – 2010-2021



North Tyneside Council opened a 4km pop-up cycleway along the coast



The region's Digital Strategy is now in place to develop and support the sector

Our plan to build a connected North East

By taking decisive action we will transform the connectivity of the region. Through targeting investment in places, people, skills, business, physical infrastructure and operations we can ensure the North East can increase the prosperity, quality of life and health of the region.

Clearly this bold and ambitious vision is only possible when we work in partnership with a multitude of agencies including central government, Transport for the North, the Northern Transport Acceleration Council and delivery partners, users and businesses. We will harness expertise to develop and deliver an effective package of connectivity schemes delivered through a clear accountable assurance framework to have maximum impact and value for money.

The region has a pipeline of developed connectivity schemes which can be rapidly delivered to enable the recovery from the impacts of the pandemic. Concurrently, we must advance a series of schemes from development to delivery to realise the ambition of reimagining connectivity giving businesses back their viability and the workforce back their employability. All schemes are mapped against our four principle work programmes:

 **Healthy and vibrant places**

 **Connect communities to opportunities**

 **Provide the infrastructure to bring businesses here**

 **Enhance North East business advantage**

Through establishing a package of proposals set against our work programmes, we can deliver a future of a connected region that has the greenest reliable connectivity network, levels up on skills and access to physical and digital connectivity, harnesses our assets to power our networks, and lays the foundations for growth and development in a smart way.

Funding the Connected North East programme

Our programme is fully costed and is delivered in a phased way as shown on pages 11-13.

The benefits can be realised by investing in:

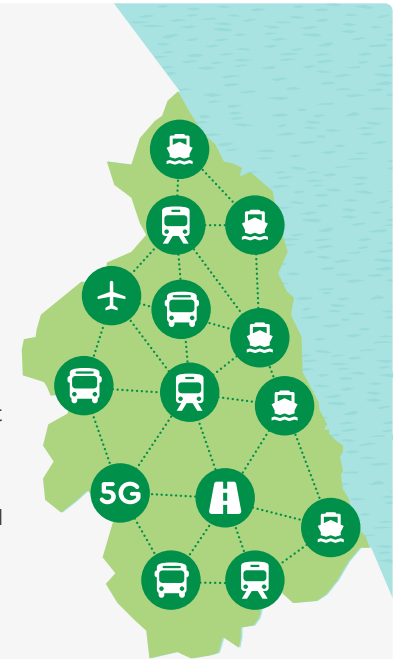
- A series of short term projects in the next five years that have significant economic stimulus effects and maintain a reliable network, unlocking local jobs for North East people.
- A programme of schemes that requires development and delivery funding
- Local investment effects cemented by national infrastructure investments to our transport and digital assets, such as strategic rail and road
- By planning in this way, we can build connectivity that has long lasting positive impacts to the region, its people, businesses, visitors and the UK as a whole.

We call on government to support us by investing £1 billion over the next five years in the Connected North East programme:

- £100 million invested in transport projects each year
- £100 million invested in supporting digital connectivity each year

And

- Devolve further powers to provide for integrated management of our transport network
- Sustain revenue funding to support public transport services
- Invest and upgrade our national infrastructure assets for our region, including the East Coast Main Line and major roads schemes.











Shovel-ready schemes

* Entries represent packages and programmes
 ● = Government / national agency responsibility

Delivery of these schemes can commence at short notice.











Healthy and vibrant places

Cultural-led, sustainable access to a network of places across the region, underpinned by digital solutions for effective operations

-  Sustainable access improvements through fast, safe and simple bus, walking and bike connections to our places
-  Core data platform for smart regional data to enable solutions and management tools for places
-  Smart connectivity solutions to rural locations through pilot studies
-  Upgrade of point to point mesh network to underpin machine vision applications
-  Next generation stations and interchange upgrades programme. A first phase of identified interchanges to test and trial design and technology solutions
-  Rollout of single ultrafast Wi-Fi architecture to key locations
-  Implementation of a geo-fenced air quality zone and remote management of hybrid vehicles
-  Deployment of a unified whole region sensor network to enable smart solutions

Connect communities to opportunities

Driving up the accessibility, speed and reliability of our connectivity network for all, achieving equity through both digital and physical means

-  Deployment of gigabit capable infrastructure to every home, school and workplace
-  Permanent solutions for emergency active travel measures
-  Maintaining connectivity through Covid-19 revenue support for public transport
-  A network of high quality bus measures corridors delivered across the region improving strategic connections
-  Transforming Cities plus – delivering a transformational package of active and public transport schemes
-  Enable inclusion through the distribution of connected devices and skills programmes
-  Additional strategic highways maintenance budget harnessing technology to monitor, deliver targeted improvements to keep the network operating for all
-  Comprehensive regional mapping survey of cellular connectivity and develop a digital platform to aggregate demand and identify market failure
-  Improved connectivity in remote and deprived areas, including increased digital engagement in the democratic process
-  Connected transport hubs and high quality infrastructure, including testing micro mobility solutions





Provide the infrastructure to bring business here

Targeting investment to enable businesses to thrive, with support for a digitally enabled economy

-  Creation of a shared regional barrier busting framework for planning consents, wayleaves and permits to enable greater integration of connectivity projects
-  Enabling infrastructure for our Enterprise Zone growth sites, part of a phased approach to unlocking our growth creating direct and indirect jobs embracing digital construction
-  Bus and rolling stock upgrades to improve fleet environmental performance
-  Flexible business accommodation support and short duration rental marketplace
-  Delivery of highway pinchpoints package on the major and strategic road network
-  Local rail timetable improvements to connect underserved communities

Enhance North East business advantage

Capitalising on sectoral strengths across the region to take climate action, showcase our innovation culture and solve challenges through technology

-  Acceleration programme and challenge fund to encourage 5G-led innovation and business creation to maximise impact of investment in 5G infrastructure
-  Create a digitised regional infrastructure and asset map by implementing machine vision on public sector vehicles
-  Expansion of the EV charging network in the region, part of a multi-phase approach to deliver an electric revolution and play a leading national role in the transition towards zero carbon mobility
-  Using technology to deliver contactless ticketing and information upgrades across our modes






Schemes for delivery in the next five years - requiring funding to be accelerated

* Entries represent packages and programmes
● = Government / national agency responsibility

These schemes are at an advanced stage of development. Accelerating development funding will move them to 'Ready to Deliver' status.

Healthy and vibrant places

Cultural-led, sustainable access to a network of places across the region, underpinned by digital solutions for effective operations

-  Sustainable access improvements to our places through fast and easy bus, walking and bike connections to our places
-  Rural 5G demonstrator to create business case blueprints for education, social care, health, economy, farming and transport
-  Assistive technologies for smart parking and active travel data capture with air quality monitoring
-  Cultural and tourism digital platform with customer interface
-  Civic wireless infrastructure upgrades and city management / operations centre for smart place management


Connect communities to opportunities

Driving up the accessibility, speed and reliability of our connectivity network for all, achieving equity through both digital and physical means

-  Delivery of a connected regional programme of exemplar consistent walk and cycle interventions
-  Connected transport hubs and high quality infrastructure, including micro mobility solutions
-  An innovation challenge fund for rural smart connectivity solutions working to enhance rural productivity
-  Continued transport maintenance funding and targeting decarbonisation solutions and maximising technology for asset management
-  Data sharing platform and artificial intelligence initiatives for assistive technologies for the healthcare industry
-  High speed ready as high quality gateways to the region
-  Accelerating the business cases for strategic highways and major road network schemes
-  Improved operations for enhanced connectivity
-  Funding to support colleges and training providers to enhance online learning offer
-  Funding to support FE and HE to address the challenges of blended learning, incentivising provision of the right level of digital expertise and ensuring curriculum and access to technology matches market demand
-  Use of artificial intelligence to enhance assistive technology solutions to mitigate increased demand for supported living and social isolation post Covid-19
-  Walking and cycling ambassadorial programmes and behavioural change initiatives to cement best practice
-  Creation of a regional holistic dataset and evidence base for informing digital inclusion interventions
-  Enhancements to existing and new bus-based park and ride schemes



Provide the infrastructure to bring business here

Targeting investment to enable businesses to thrive, with support for a digitally enabled economy

-  Delivery of enabling and next generation connectivity to unlock further strategic growth sites (housing and employment) including online platform to enable local trade, deliveries and international exports
-  5G capacity, and key sectoral specialist applications
-  Grants to support ecommerce and digital marketing
-  Creation of an innovation challenge fund to develop and trial smart place applications with SMEs, start-ups and social enterprises
-  Digital hub to match apprentices to opportunities, support and funding
-  Skills and training fund to upskill existing workforces and enable businesses to increase digital adoption and employment opportunities in key industries

Enhance North East business advantage

Capitalising on sectoral strengths across the region to take climate action, showcase our innovation culture and solve challenges through technology

-  Dynamic regional transport and air quality model with regional operations functionality
-  Freeflowing routes to our ports and airport through enhanced connectivity, autonomous vehicles and environmental performance initiatives enabling free and smart port status
-  Increase regional capability and capacity in data analytics to support data-led connectivity initiatives including an autonomous vehicle testbed
-  Driving forward the decarbonisation of our rail and bus fleet with asset deployment solutions

Schemes for development and delivery in the next 10 years

* Entries represent packages and programmes
 ● = Government / national agency responsibility

These ambitious schemes require development funding to bring them to an advanced stage and move to delivery.














Healthy and vibrant places

Cultural-led, sustainable access to a network of places across the region, underpinned by digital solutions for effective operations

-  Sustainable access improvements to our places through fast and easy bus, walking and bike connections to our places
-  Interchange programme of upgrades with exemplary facilities, learning and deploying solutions from initial phases
-  New railway stations, improving access to our communities
-  A long term sustainable infrastructure upgrade fund to ensure future generations' access to opportunities through physical and digital connectivity is bolstered, delivering a connected North East

Connect communities to opportunities

Driving up the accessibility, speed and reliability of our connectivity network for all, achieving equity through both digital and physical means

-  Identify and fix the connectivity gaps, including river crossings and dedicated bus only routes.
-  Expansion of micromobility with on demand trials
-  Expanded metro, rail and bus connectivity through infrastructure corridors with high quality kerbside connected assets
-  Expanded bus priority (rapid transit) programme on a series of corridors across the region
-  Shields Ferry replacement southbank landing works and enhanced connectivity
-  Restoring our railway fund schemes
-  Accelerating the business cases for strategic road network studies and major road network improvements
-  Demand Responsive Transport Trials finding regional solutions
-  Park and ride deployment (second phase)
-  Comprehensive cross modal ticketing, information and planning services
-  Micromobility hubs reacting to trials and creating long terms investments
-  Enhanced public transport frequency, including additional trains and buses
-  Devolved civic innovation funding to enable continued public sector reform through the implementation and adoption of new and emerging technologies







Provide the infrastructure to bring business here

Targeting investment to enable businesses to thrive, with support for a digitally enabled economy

-  5G development fund for the development of individual business cases
-  Regional digital inclusion fund to ensure responsive and agile delivery of future skills provision, device distribution and digital adoption
-  Apprenticeships programme for future data scientists and engineers
-  High speed, long distance rail services calling at Newcastle International Airport
-  Delivery of enabling and next generation connectivity to unlock further strategic growth sites (housing and employment) including 5G capacity, and key sectoral specialist applications
-  East Coast Mainline upgrades to enable High Speed 2 and Northern Powerhouse Rail to connect with the region

Enhance North East business advantage

Capitalising on sectoral strengths across the region to take climate action, showcase our innovation culture and solve challenges through technology

-  Exemplar Metro energy package and switchgear upgrades
-  Finding solutions for EVs at home, expanding the reach of the charging network and taking steps to encourage fleet replacement
-  Regional infrastructure and asset map
-  Skills Centre capabilities for future data scientists and engineers
-  Localised investment fund supplementing innovation business cases with required digital infrastructure provision to ensure continued sectoral growth
-  Decarbonisation pathway and alternative fuels innovator for mobility and advanced manufacturing
-  Significant further rail and bus decarbonisation programme

Measuring success – Key Performance Indicators

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Internet connectivity



Full fibre availability:

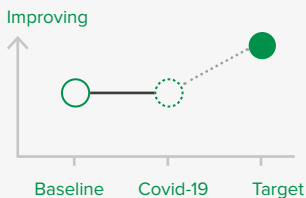
2.5%

Open access FTTP coverage

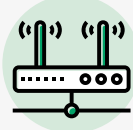
Key insight

Covid-19 sharply accelerated the demand for internet connectivity when going online was the only way to access healthcare, education and employment opportunities. To address our immediate Covid-19 challenges and to build the economy of tomorrow **we must radically expand open access full fibre availability.**

Target: Increase connectivity



Devices and hardware



Internet users:

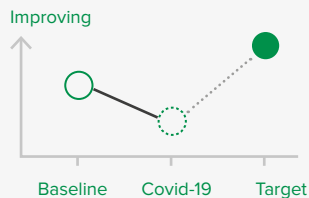
90%

Used the internet within last three months

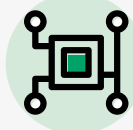
Key insight

Covid-19 accentuated inequalities within our communities, proving that those without access to suitable devices, or the skills to use them effectively, are excluded from opportunities. By growing access to devices, **we will reduce digital inequality and maximise opportunities** to drive up internet usage, which currently ranks eighth out of nine of the English regions.

Target: Improve access



Digital adoption and transformation



Foundation Skills:

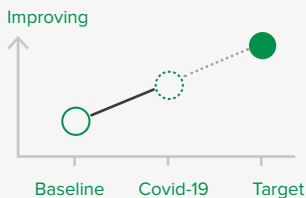
85%

People with all seven foundation essential digital skills

Key insight

Digital skills, technologies and applications are key to resilient businesses. Digital connectivity enables better remote working and place-based industry to work smarter, contributing to more and better jobs. The region is well-placed to lead on digital transformation and advanced manufacturing. With nearly one in six people not achieving all foundation skills, **we must grow our skills and innovation.**

Target: Grow skills



Sustainable travel



Sustainable journeys:

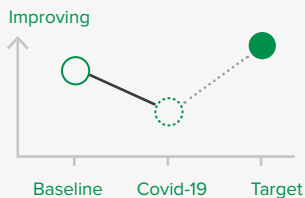
33%

Journeys made by public transport, walking & cycling

Key insight

Covid-19 has reduced the demand for public transport but greatly increased walking and cycling. Prior to Covid-19, one in three journeys were made sustainably; by public transport, walking or cycling. Because sustainable travel is greener and healthier, **we want to maximise use of sustainable forms of transport** to help achieve net zero and reduce demand on health services.

Target: Increase journey share



Public transport accessibility



Accessibility:

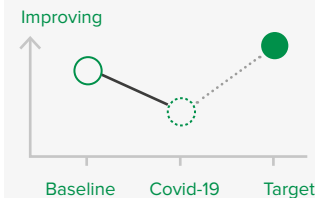
45%

People within 25 minutes of key employment, education and retail sites by public transport

Key insight

Excellent accessibility to an integrated public transport network that enhances employment and education opportunities is vital in the Covid-19 recovery. We will increase the proportion of people within 25 minutes of key employment and education sites, **reducing journey times and increasing productivity.**

Target: Increase accessibility



Climate action



CO2 emissions per capita:

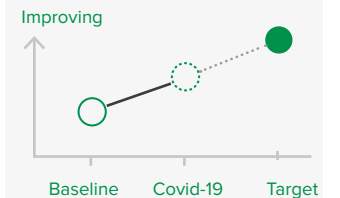
1.7 tonnes

CO2 emitted per person annually using transport

Key insight

Ranking the lowest for transport CO2 emissions per capita outside London, the North East has solid foundations on which to build the greenest transport network. This is crucial in addressing the climate emergency and **achieving net-zero carbon emissions.**

Target: Greener travel



The outcomes

- Enabling improved access to high quality physical and digital connectivity – and the skills and devices to utilise them
- Culture-led, place-based regeneration enabled by enhanced digital and physical connectivity
- A Connected North East that is data-driven by default
- All of our growth areas, including Enterprise Zones, connected by high quality active travel and public transport networks, increasing job opportunities
- Increased personal mobility across the region via integrated networks offering convenient ticketing, payment and information sources
- Reliable, resilient public transport offering the ability to deliver the greatest and greenest public transport network

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The greenest public transport fleet with a significant shift towards the use of electric vehicles for personal and business mobility

- Airports and ports that offer sustainable surface connectivity driven by technology to expand the international reach of the region
- A smart region with the infrastructure, data and technological capability to manage assets and make decisions, creating cost savings at a local level
- Decarbonising the ways we work, live and travel
- Laying the foundations for identifying, testing and deploying future connectivity solutions
- Increased capacity on national connections including ECML and HS2 to boost the attractiveness of the North East as a viable business location
- Expansion of our exemplar connectivity assets to support innovation-led growth and digital transformation
- Increased digitalisation capacity of R&D sites to open up inward investment opportunities and global competitiveness
- A fully enabled workforce with the skills to increase productivity, digital adoption and employability

The benefits we'll achieve:

Productivity

Our aim is that employees and businesses can become more productive wherever they are in the region.

Effects include more reliable and available internet connectivity, reducing journey time on our public transport network, and expanding its reach to benefit communities connecting them to opportunities.

Increased reliability on the public transport through targeted action will reduce journey times. Technology can be harnessed to allow the region to effectively manage assets remotely saving time and money and adding capacity and capability to operations. This combined package will culminate in increased worker productivity generating significant GVA benefits in the recovery and renewal phase beyond the pandemic.

Business growth & resilience

Through connecting business locations and deploying the innovative use of technology we are paving the way for significant business expansion and relocation within the region. This builds on the sectoral specialisms that exist and provides resilience in the region for onward success. Ultimately, with more successful enterprises we can generate more and better jobs, and reduce unemployment levels reacting to the effects of the pandemic. Furthermore, in harnessing much welcomed existing investment by government in innovation bodies we can unlock their true potential in researching, developing, testing and deploying connectivity solutions in the region.

By investing in places we can latch onto the cultural diversity of the region, supporting our many assets including physical jobs on the high street with domestic and inbound tourism, creating a 365 day economy.

Climate change

There is a real opportunity to deliver a decarbonised economy, connectivity system and lifestyle. Our investments look at the way people interact with the network, making public and active travel a real alternative and addressing externalities.

Our ports and airports will play a significant trade role in the future of the UK as we forge relationships, however we can achieve this in a much smarter and greener way. With investment in how we get goods and people to and from these excellent assets as well as onsite operations, we can deliver a decarbonised future.

Through innovation we can look to harness our natural assets to power the region's future economy, through wind power and the development of future fuels across the region.

This will lead us towards a green and sustainable connectivity network which aligns to the emerging Decarbonisation Plan for Transport and Climate Action Plan. It will be a significant contribution to achieving net zero and tackling the climate emergency.

Health

With a more active and decarbonised lifestyle we anticipate positive effects towards improved life expectancy and including disability-free life expectancy (DFLE) and healthy life expectancy (HLE).

There will be a natural reduced demand on NHS services through a more active and healthy population, reducing overall operating costs and freeing up capacity in the service.

Reducing inequalities

The significant effects of this programme are around delivering equitable access to digital and physical connectivity, so that no matter where you are across the region, you have access to high quality digital connectivity, improved active and public transport access to a range of opportunities, reliable service provision, and the devices and skills in which to succeed.

Through taking this action we can improve access to opportunities, increase employability region-wide, and take significant steps towards **unlocking our region's potential**.

Overall effects

Collectively there will be direct benefits to government of a package-led approach to investing holistically in connectivity.

Theme	Direct benefit	Benefit to government
Employment	Greater number of employment opportunities across the region	Reduced unemployment levels region-wide and increased productivity / contribution economically
Business capability	Sectors supported to grow and develop, and forge new business relationships through digital and physical means	Increased trade and productivity
Health	Improved life expectancy, including healthy life expectancy	Reduced burden on NHS, lowering costs
Climate action	Reduced carbon outputs direct and indirect	Supporting government action in decarbonising the transport network and achieving net zero
Digital connectivity	Enhanced digital connectivity and capability regionwide	An expanded network that adds functionality and resilience nationwide
Culture	World-class cultural assets supported by improved physical and digital connectivity domestically and internationally	Domestic and international tourism attracted to the diversity of the region
Trade and export	Sustainably connected ports and airports	Increased role in import and export
Innovation	A productive sector finding solutions for connectivity	Solutions that can be tested and deployed nationally
Skills	A workforce with the skills to thrive in a connected world	Increased productivity of the UK's workforce

Connected North East – exemplar outcomes

Metro, bus and local rail expansions

Connect communities to opportunities

The expansion of our bus, metro and local rail network will be through infrastructure corridors, parallel to cycle routes and conveying our region’s digital backbone, perfect for the physical or digital commute to work or education.



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5G-enabled, connected and autonomous logistics – a globally unique centre of excellence

Enhance North East business advantage

North East Combined Authority hosts a 5G-enabled logistics pilot in Sunderland featuring autonomous lorries to move goods around a site, showcasing our talents in digital and advanced manufacturing. It’s a sign of things to come, we can take 5G out of the testbed and into an operational environment by delivering 5G-connected, autonomous 40-tonne trucks to distribute parts and assemblies. This drives operational efficiencies and significantly improves productivity, delivering an exportable world-class product.



Reimagining our diverse spaces

Healthy and vibrant places

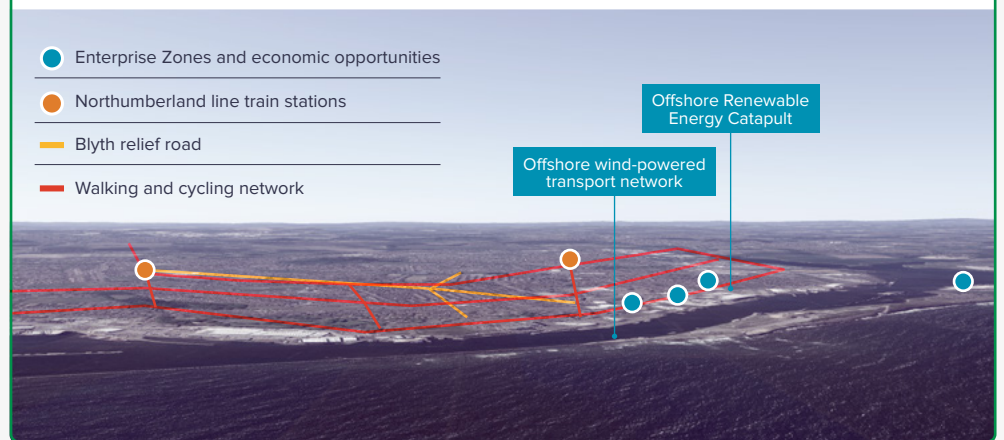
Our places will be the backdrop to a cultural revolution and 365 days a year economy enabled by a reallocation of road space and a digital backbone, enabling events and diversifying our tourist and retail offer. Bike, foot, or public transport will be the natural choices to reach the performance. We will be able to continue to offer world-class sporting and cultural events.



Infrastructure ready for North Shoring

Provide infrastructure to bring businesses here

The North of Tyne Combined Authority is developing sites close to new rail, road and active travel routes, with fast digital capacity, powered by clean energy. We’ll roll out more sites such as these across the region, ready to welcome organisations to the North East.



This plan is supported across our region

Our blueprint also has wide and unequivocal backing from business, academic, trade unions, and third sector stakeholders across the North East:

“

For the regional economy to thrive, pockets of investment need to address what our towns, villages and communities need; ensure infrastructure appeals to businesses by its green and sustainable nature; and showcase the talent within our sectors. Our goal is to create wider strategic links through targeted highway interventions and improvements to the East Coast Mainline and Regional Rail. In this way and more we will connect the North East to new opportunities both nationally and globally to become world-leading.



Lucy Winskell OBE
Chair of the North East Local Enterprise Partnership

“

Improving our region's digital offer as set out in this blueprint will allow us to seize the opportunities that have emerged from the Covid-19 crisis, including more innovative and digital ways of working. Many businesses have made clear that they want to move away from office space in city centre locations and increase remote working and working from home. Funding for gigabit-ready digital connectivity across the entire region will accelerate our economic recovery.



James Ramsbotham
Chief Executive of the North East England Chamber of Commerce

“

It has been inspiring to see the level of commitment from North East leaders to secure this £2.3bn programme which will level up the North East and create 33,000 jobs. Such investment comes at a crucial time, and will make a real difference through a blend of hard and soft infrastructure which will put this region on the front foot for inward investment. We look forward to playing our part in making it happen.



Sarah Glendinning
Regional Director at CBI

“

On behalf of the North East's voluntary, community and social enterprise sector, I warmly welcome this blueprint to build a connected North East. Addressing digital exclusion is a key priority for our sector and for the region, as people with poor or no internet access across the North East have been isolated and feeling left behind. The interventions set out in this blueprint gives our region a chance to ensure that nobody is left behind by lessening the digital divide as we begin to live with Covid-19 and begin our recovery and renewal by creating a better connected North East.



Carol Botten - Chief Executive Officer at VONNE
(Voluntary Organisations' Network North East)

“

Innovation underpins these bold plans and universities in the North East are working with our partners to bring together the expertise needed formulate and deliver the solutions required. This package of interventions comes at the right time and will transform what we can achieve as a region, supporting inclusive and sustainable growth and delivering benefits to everyone who lives, works and studies here.



Jane Robinson
Dean of Engagement and Place at Newcastle University

“

A solid infrastructure is crucial to any regional economy but these forward-thinking plans are more than that, embracing innovation, strong digital capabilities and big data to allow businesses both physical and online access to new opportunities across the world. This blueprint is aspirational and deliverable, keeping people, communities and opportunities at its heart and it's fantastic to see how it supports the Strategic Economic Plan so every aspect is joined up.



Ammar Mirza
North East LEP Board's local SME representative

“

The TUC and unions have been doing an outstanding job in protecting jobs, rights, livelihoods and health and safety, working in partnership with employers and employer organisations. We support the acceleration of shovel-ready projects such as broadband, green technology and transport. We are committed to continue our work with partners in the region with an emphasis on good work practices and trade union engagement.



Beth Farhart
Regional Secretary, Northern TUC

Connected North East – our call to government

A Connected North East is our region’s mission to thrive beyond Covid-19. It is an investment programme in the opportunities of our new normal. Partnership with government will drive our programme forward and accelerate its many benefits.

We call on government to support us by investing £1 billion over the next five years in the Connected North East programme:

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£100 million invested in transport projects each year

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£100 million invested in supporting digital connectivity each year

And

- Devolve further powers to provide for integrated management of our transport network
- Sustain revenue funding to support public transport services
- Invest and upgrade our national infrastructure assets for our region, including the East Coast Main Line and major roads schemes.

By delivering key schemes such as sustainable access improvements and implementing smart connectivity solutions, our ambition of **healthy and vibrant places** will be realised.

Through schemes such as connected transport hubs and funding to support colleges and training providers to enhance our online offer, the region will be able to **connect communities to opportunities**.

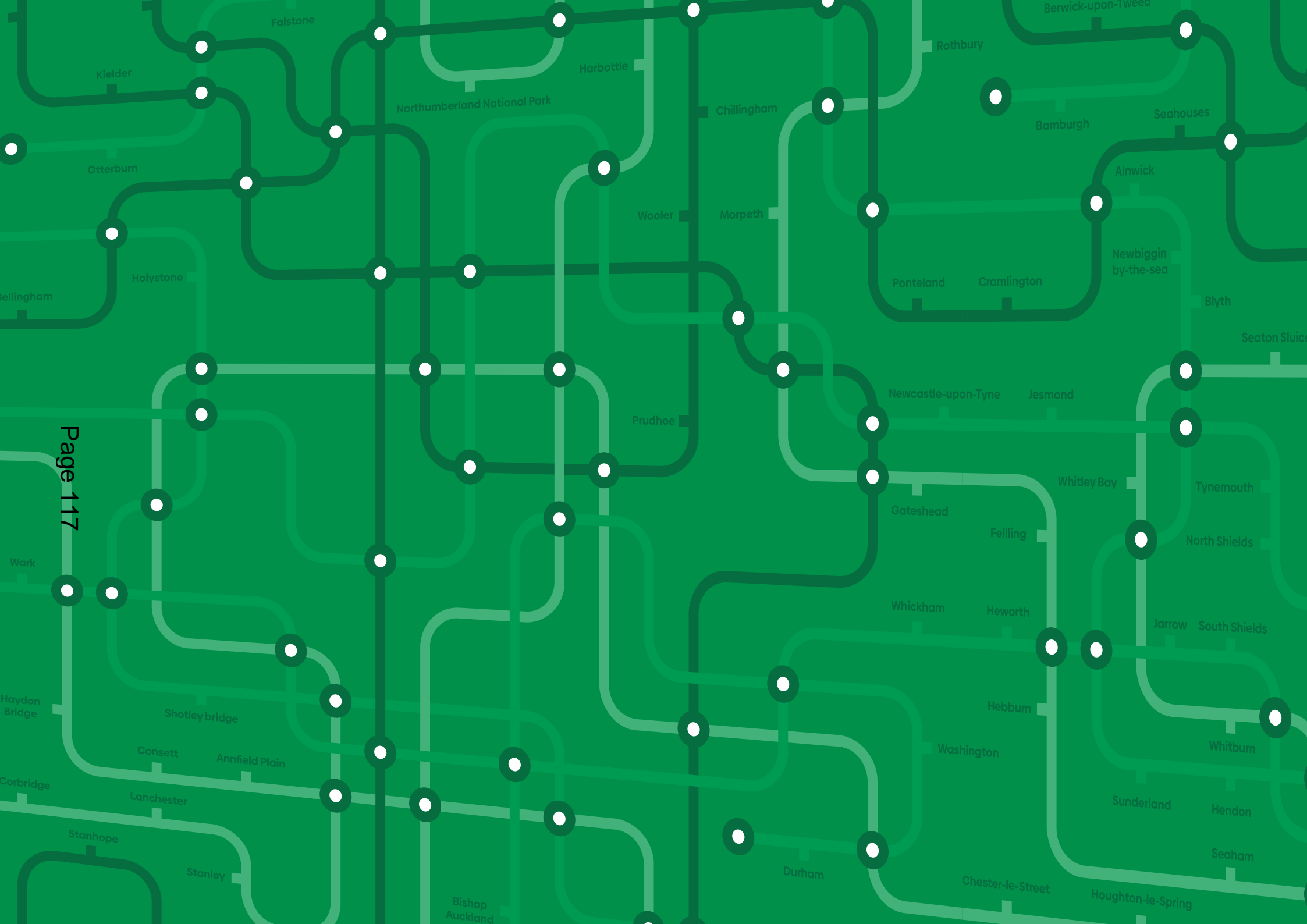
By ensuring the region can deliver enabling infrastructure for our Enterprise Zones and other growth sites, and a 5G development fund, the region will have the **infrastructure to bring businesses here**.

Free flowing routes to our ports and airport enabled through enhanced connectivity and environmental performance initiatives will enhance **North East business advantage**.

Partner with us to deliver a **Connected North East**, giving businesses back their viability and the workforce back their employability. It is what we need to create and sustain 100,000 more and better jobs, reduce health inequality and support a decarbonised region.

Help us deliver a Connected North East

A more productive and resilient economy with a skilled workforce generating increased tax returns. Help us deliver a more active population, reducing burdens on the NHS. Help us to further decarbonise the North East. Help us to support our superb R&D capabilities, building a better future for the region and the UK.



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North East Joint Transport Committee

Date: 20 October 2020

Subject: Changes to Committee Memberships

Report of: Deputy Monitoring Officer (Transport)

Executive Summary

This report seeks approval of the Joint Transport Committee to changes in the membership of the Joint Transport Committee Audit Committee and the Joint Transport Committee Overview and Scrutiny Committee.

Recommendations

It is recommended that the Joint Transport Committee agrees:

- 1 to appoint Councillor Gregah Roughead as the substitute representative for Northumberland County Council on the Joint Transport Committee Audit Committee, replacing Councillor Jeff Watson.
- 2 to appoint Councillor Gregah Roughead as a representative for Northumberland County Council on the Joint Transport Committee Overview and Scrutiny Committee, replacing Councillor Glen Sanderson.
- 3 to note Sunderland City Council have also advised that Councillor Paul Stewart wishes to stand down from the Joint Transport Committee Overview and Scrutiny Committee but his proposed replacement has not yet been identified; and there is currently also a vacancy for a representative of Gateshead Council.
- 4 to delegate the appointment to any outstanding vacancies on the Joint Transport Committee Overview and Scrutiny Committee to the Deputy Monitoring Officer (Transport) once nominations are received from the respective Councils, so that the vacancies on the Committee can be filled as soon as possible.

1. Background Information

- 1.1 In accordance with the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 (the **Order**), the North East Combined Authority (**NECA**) and the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (**NTCA**) have appointed the Joint Transport Committee (JTC) to exercise functions as specified in the Order.
- 1.2 In accordance with the Order, the Joint Transport Committee must appoint members to the Joint Transport Committee Audit Committee and the Joint Transport Committee Overview and Scrutiny Committee.

2. Proposal

- 2.1 Northumberland County Council has advised that it wishes to change its representatives on the Joint Transport Committee Audit Committee and the Joint Transport Committee Overview and Scrutiny Committee.
- 2.2 It is proposed that Councillor Gregah Roughead is appointed as the substitute representative on the Joint Transport Committee Audit Committee, replacing Councillor Jeff Watson.
- 2.3 It is also proposed that Councillor Gregah Roughead is appointed as a representative on the Joint Transport Committee Overview and Scrutiny Committee, replacing Councillor Glen Sanderson.
- 2.4 Sunderland City Council have also advised that Councillor Paul Stewart wishes to stand down from the Joint Transport Committee Overview and Scrutiny Committee but his suggested replacement has not yet been identified. There is also an existing vacancy for a substitute representative of Gateshead Council on the Committee.
- 2.5 Therefore, it is proposed that the Joint Transport Committee notes Councillor Stewart's intention to stand down and agrees to delegate the appointment to this and the substitute member vacancy to the Deputy Monitoring Officer (Transport) once nominations are received from the respective councils, so that the vacancies on the Committee can be filled as soon as possible.

3. Reasons for the Proposals

- 3.1 The proposals will enable the Joint Transport Committee to operate effectively and in accordance with the Order and the Standing Orders.

4. Alternative Options Available

- 4.1 There are no alternative options available.

5. Next Steps and Timetable for Implementation

- 5.1 The updated committee structure will be published on the Joint Transport Committee page of the NECA website, and all stakeholders informed, as soon as practicably possible.

6. Potential Impact on Objectives

- 6.1 The appointments will enable the Joint Transport Committee and its committees and subcommittee to properly discharge its functions, thereby assisting in the delivery on its objectives.

7. Financial and Other Resources Implications

- 7.1 The provision of the support arrangements for the Joint Transport Committee is contained within the existing financial resources available. Any allowances paid to Members from the constituent local authorities in attending a committee will be a matter for each of the constituent local authorities and their respective remuneration panels.

8. Legal Implications

- 8.1 The Joint Transport Committee is required to make arrangements to enable relevant decision-making responsibilities, overview and scrutiny arrangements, audit arrangements and associated functions to be fulfilled. These responsibilities arise under the Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 and the Openness of Local Government Body Regulations 2014, as well as the provisions for the Order creating NECA and the recent Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018. The proposals set out in this report comply with these requirements.

9. Key Risks

- 9.1 There are no specific risk management implications arising from this report.

10. Equality and Diversity

- 10.1 There are no specific equality and diversity implications arising from this report.

11. Other Impact of the Proposals

- 11.1 The proposals comply with the principles of decision-making. Relevant consultation processes have been held where applicable.

12. Background Papers

- 12.1 Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018.
- 12.2 The Durham, Gateshead, South Tyneside and Sunderland Combined Authority Order 2014 (SI 2014 No.1012) as amended by the Second Order

13. Contact Officers

- 13.1 Mike Barker
mikebarker@gateshead.gov.uk Tel: 0191 433 2100

14. Sign off

- Head of Paid Service: ✓
- Monitoring Officer: ✓
- Chief Finance Officer: ✓

15. Glossary

JTC – Joint Transport Committee
NECA – North East Combined Authority
NTCA – North of Tyne Combined Authority

By virtue of paragraph(s) 2, 3, 4 of Part 1 of Schedule 12A of the Local Government Act 1972.

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