

North East Joint Transport Committee

Tuesday 18th December, 2018 at 2.00 pm

Meeting to be held in a Committee Room, Civic Centre, Newcastle upon Tyne

AGENDA

	Page No
1. Apologies for Absence	
2. Declarations of Interest	
Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (to be handed to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.	
3. Minutes of the Previous Meeting held on 20 November 2018	1 - 6
4. Joint Transport Committee Standing Orders and Delegations	7 - 12
5. Appointment to Transport for the North's Rail North Committee	13 - 16
6. Appointment of the Chair and Vice Chair for the Joint Transport Committee, Tyne and Wear Sub Committee and appointment process of the Independent Chair(s) and Vice Chair(s) for the Audit Committee and the Overview and Scrutiny Committee.	17 - 30
7. Transforming Cities Fund Tranche 1 Update	31 - 36
8. Regional Transport Update	37 - 44
9. Office of Low Emission's Ultra Low Emission Taxi Infrastructure Scheme	45 - 48

10. **Date and Time of Next Meeting**

Tuesday 22 January 2019 at 2.00pm

Contact Officer: Karen Christon Tel: 0191 211 5024 E-mail: karen.christon@newcastle.gov.uk

To All Members



North East Joint Transport Committee

20 November 2018

Meeting held in a Committee Room, Gateshead Civic Centre, Regent Street, Gateshead, NE8 1HH

Draft Minutes

Present:

Councillor: M Gannon (Chair)

Councillors: C Marshall, N Forbes, P Jackson, Mayor N Redfearn, G Miller and Cllr M Walsh

1 APOLOGIES FOR ABSENCE

Apologies were received from Cllr I Malcolm

2 MEMBERSHIP OF THE JOINT TRANSPORT COMMITTEE AND APPOINTMENT OF CHAIR AND VICE-CHAIR FOR THE MUNICIPAL YEAR 2018/19

Submitted: A report of the Monitoring Officer (previously circulated and a copy attached to the Official Minutes).

Members considered the report which confirmed the membership of the North East Joint Transport Committee for the municipal year 2018/19 and invited the Committee to appoint its Chair and Vice Chair.

RESOLVED – That the North East Joint Transport Committee:

- i. Confirmed its membership for the municipal year 2018/19 with the exception that Councillor Carl Marshall (North Tyneside Council) replaces Councillor Bruce Pickard as Substitute for the North East Joint Transport Committee.
- ii. Appointed Cllr Martin Gannon as its Chair for the municipal year 2018/19.
- iii. Appointed Cllr Nick Forbes as its Vice Chair for the municipal year 2018/19.

3 DECLARATIONS OF INTEREST

None

4 **ADOPTION OF THE JOINT TRANSPORT COMMITTEE STANDING ORDERS, INCLUDING RULES OF PROCEDURE, AND PROPOSALS IN RELATION TO THE CODE OF CONDUCT FOR MEMBERS**

Submitted: Report of the Monitoring Officer (previously circulated and a copy attached to the Official Minutes).

Members were requested to endorse the Standing Orders for the Joint Transport Committee and note the need for them to be approved by both the North East Combined Authority and the North of Tyne Combined Authority before they can become effective.

RESOLVED – That the North East Joint Transport Committee:

- i. Approved the Standing Orders for the Joint Transport Committee (JTC) by unanimous resolution subject to approval by each Combined Authority (NECA) and (NTCA).
- ii. Noted that the Standing Orders will be effective from the time of the resolution and the resolution of both NECA and NTCA.
- iii. Appointed Committees for the municipal year 2018/19 with terms of reference set out in Part 4 of Standing Orders as follows:
 - The Joint Transport Committee, Audit Committee.
 - The Joint Transport Committee, Overview and Scrutiny Committee.
 - The Joint Transport Committee, Tyne and Wear Sub Committee.
- iv. Noted the proposals in relation to Member Conduct and the Code of Conduct.

5 **APPOINTMENT OF JTC TYNE AND WEAR SUB-COMMITTEE, JTC OVERVIEW AND SCRUTINY COMMITTEE AND JTC AUDIT COMMITTEE, INCLUDING APPOINTMENT OF CHAIRS AND VICE-CHAIRS, FOR THE MUNICIPAL YEAR 2018/19**

Submitted: Report of the Monitoring Officer (previously circulated and a copy attached to the Official Minutes).

Members considered the report which sought Committee's approval and appointment of the establishment of the JTC's committees, including the appointment of Members to the committees and the appointment of Chairs and Vice Chairs.

RESOLVED – That the North East Joint Transport Committee:

- i. Appointed committees and committee members for the municipal year 2018/19.
- ii. Noted the need to appoint or confirm the appointment of Chairs and Vice Chairs for the JTC's Overview and Scrutiny Committee and JTC Audit

Committee for the municipal year 2018/19, or in the absence of an appointment delegated to the relevant committee where appropriate.

- iii. Noted the need to appoint the Chair and vice Chair(s) of the Tyne and Wear Sub Committee for the municipal year 2018/19.

6 **DELEGATION OF FUNCTIONS TO COMMITTEES, OFFICERS AND COUNTY COUNCILS**

Submitted: Report of the Monitoring Officer (previously circulated and a copy attached to the Official Minutes)

The purpose of the report was to invite the Joint Transport Committee to make arrangements for the exercise of its functions by formally delegating authority as set out in the report. Delegations were to be recorded and form part of the Committee's Standing Orders.

RESOLVED – that the North East Joint Transport Committee:

- i. Adopted a formal scheme of delegation of functions to Committees, Chief Officers and the Proper Officer for Transport.
- ii. Adopted a new (replacement) delegation to each of the two County Councils.
- iii. Agreed the authority of Nexus as an officer of the Combined Authorities (in exercise of functions under the 1968 Transport Act).

7 **PROPOSALS FOR AN ACCOUNTABLE BODY FOR THE JOINT TRANSPORT COMMITTEE**

Submitted: Report of the Monitoring Officer (previously circulated and a copy attached to the Official Minutes)

Consideration was given to the report which sought confirmation that NECA continue as host Combined Authority and accountable body for the Joint Transport Committee and its functions which will include the employment of the Regional Transport Team and the functions necessary to enable and support the discharge of these functions.

RESOLVED – That the North East Joint Transport Committee:

- i. Confirmed that the North East Combined Authority (NECA) continue to be the accountable body for The Joint Transport Committee and the functions discharged by it.
- ii. Note that accordingly NECA will host the Regional Transport Team and will be responsible for supporting these transport functions.
- iii. Note the agreed definition of the role of accountable body/host Combined Authority as set out in Section 2 of this report.

8 TRANSPORT BUDGET AND LEVIES

Submitted: Report of the Chief Finance Officer (previously circulated and a copy attached to the Official Minutes).

Consideration was given to the report which set out a summary of the proposed draft Transport revenue budget and levies for 2019/20 and provided an update on the transport revenue budget position in the current year.

Members noted the small reductions and slight increases. However, no significant reductions in services was envisaged.

RESOLVED – That the Joint Transport Committee:

- i. Receive this report for consideration and comment.
- ii. Note the position of the current year 2018/19 Transport Budget and Levies, as set out in sections 2.1, 2.2, and 2.3 of this report.
- iii. Agree the following proposals for the basis of consultation about the 2019/20 Transport Revenue Budget
 - a) The 2019/20 net Transport Budget and levy for Tyne and Wear is indicatively proposed to be set at £61.1m which is a further reduction of £0.7m compared with the budget and levy for 2018/19. The budget savings needed to deliver this are expected to be made by Nexus in 2019/20 without significant impact on transport services, through efficiencies and temporary use of Nexus reserves.
 - b) The indicative Transport Budget and Levy for the Durham County Council area is expected to be £15.557m, which is a small reduction of £0.140m, compared to 2018/19. At this point no significant reduction in services is envisaged.
 - c) The indicative Transport Budget and Levy for the Northumberland County Council area is expected to be £6.119m, which is a small reduction of £0.032m compared to 2018/19. At this point no significant reduction in services is envisaged.
 - d) The indicative Transport Budget and Levy for the Northumberland County Council area is expected to be £6.119m, which is a small reduction of £0.032m compared to 2018/19. At this point no significant reduction in services is envisaged.
- iv. Note that the budget proposals for Transport will be subject to a consultation process of two months, including reports to the Audit and Standards and Oversight and Scrutiny Committees and to the North East England Chamber of Commerce; as well as being available for comment on the web site and through individual councils' budget consultation processes, as considered necessary.

- v. Note the intention to consider and approve the Transport Revenue Budget and to set the Transport Levies for 2019/20 at a meeting in January (potentially 22 January) after taking into account any comments received on the proposals for 2019/20.

9 **PROGRAMME OF COMMITTEE MEETINGS FOR THE MUNICIPAL YEAR 2018/19**

Submitted: Report of the Monitoring Officer (previously circulated and a copy attached to the Official Minutes).

RESOLVED – That the Joint Transport Committee agreed the proposed programme of committee meetings as set out in Appendix A.

10 **DATE AND TIME OF NEXT MEETING**

18 December 2018 at 2.00pm

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North East Joint Transport Committee

Date: 18 December 2018

Subject: Joint Transport Committee Standing Orders and Delegations

Report of: Monitoring Officer

Executive Summary

The purpose of this report is to confirm to Members that the Joint Transport Committee's Standing Orders presented to the Committee at its meeting on the 20 November 2018 have been approved by both the North of Tyne Combined Authority (NTCA) and the North East Combined Authority (NECA) and accordingly form the Standing Orders. Subsequently, additional functions have been delegated by the Combined Authorities to the Joint Transport Committee.

Recommendations

Members are asked to note for information that:

- i. The Joint Transport Committee's Standing Orders have been endorsed by the NTCA and NECA.
- ii. Further functions (as detailed in the Appendix to this paper) have been delegated to the Joint Transport Committee.
- iii. Note the Monitoring Officer will update the Standing Orders to record these additional delegations.

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 Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (**NTCA**) and the North East Combined Authority (**NECA**) have established the Joint Transport Committee to exercise the functions specified in Article 9 of the Order and as set in Parts 2 and 3 of the Standing Orders (**Appended to the Report of the 20 November**).
- 1.2 In addition, the Joint Transport Committee is constituted as a joint committee of NECA and NTCA for the purposes of Sections 101 and 102 of the Local Government Act 1972 and it is anticipated that certain powers will be delegated to it by the Combined Authorities.

Approval of Joint Transport Committee Standing Orders and Delegations

- 1.3 The NECA Leadership Board approved the Standing Orders and the relevant delegations (as set out in the Appendix) at its meeting on the 4th December 2018.
- 1.4 The NTCA Cabinet approved the Standing Orders and the relevant delegations (as set out in the Appendix) at its meeting held on the 4th December 2018.

2. Proposals

- 2.1 The Joint Transport Committee is asked to note that Standing Orders and Rules of Procedure (as approved by the Committee at its meeting on the 20 November) have now both been approved by each of the Combined Authorities and these will be included on the appropriate web pages of the Joint Transport Committee.

3. Reasons for the Proposals

- 3.1 The Standing Orders will enable the Joint Transport Committee and other Committees, or Sub Committees to operate effectively, transparently and support a system of good governance.

4. Alternative Options Available

- 4.1 None, information only.

5. Next Steps and Timetable for Implementation

- 5.1 The Standing Orders are now approved and will be published accordingly on the Joint Transport Committee webpages and the NECA website. Delegations given will be incorporated into Standing Orders.

6. Potential Impact on Objectives

- 6.1 The adoption of this document allows a system of good governance and decision making within the Joint Transport Committee (and its Committees, and Sub Committees).

7. Financial and Other Resources Implications

- 7.1 There are no specific financial implications arising from these recommendations.

8. Legal Implications

- 8.1 The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 requires the two Combined Authorities (NECA and NTCA) to appoint a joint transport committee to exercise functions set out in the Order.

9. Key Risks

- 9.1 There are no risks arising as a result of the proposals.

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 and enable the Joint Transport Committee to properly discharge its functions.

12. Appendices

- 12.1 Appendix – Delegations approved on the 4 December

13. Background Papers

- 13.1 The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018.

14. Contact Officers

14.1 Peter Judge, Monitoring Officer

E-mail: peter.judge@northeastca.gov.uk Tel: 0734 2069 371

15. Sign off

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

16. Glossary

JTC – Joint Transport Committee

NECA - North East Combined Authority

NTCA – North of Tyne Mayoral Combined Authority

The Order - The Newcastle Upon Tyne, North Tyneside and Northumberland
Combined Authority (Establishment and Functions) Order 2018

APPENDIX

SECTION 5.6: DELEGATION OF FUNCTIONS TO THE NORTH EAST JOINT TRANSPORT COMMITTEE

1. the appointment of a Host Combined Authority to hold, manage and account for the finances and staff deployed in relation to the discharge of transport functions in the Combined Area;
2. determining its own rules of procedure for the conduct of its proceedings (which to the extent necessary will be incorporated into the Host Combined Authority's standing orders or constitution) subject to the provisions on the quorum and proceedings contained in Schedule 2 of the New Order;
3. the appointment of members to any sub-committee and any individual co-optees to the Transport Joint Committee or any sub-committee;
4. the appointment and dismissal of the Proper Officer for Transport;
5. the approval of (and any amendment to or withdrawal of) all other major transport schemes (including such matters as Franchising Schemes, Advanced Quality Partnerships and/or Enhanced Partnership Plans and Schemes) which are funded from the North East transport budget which is managed by the Transport Joint Committee;
6. the approval of (and any amendment to or withdrawal of) a public transport strategy across the Combined Area;
7. decisions concerning the monitoring and overseeing of the activities and performance of the County Councils in the discharge of the transport functions delegated to them by the Transport Joint Committee;
8. decisions concerning the monitoring the capital programme and the activities carried out by Nexus, NCC and DCC;
9. decisions concerning recommendation or comments on the adequacy of resources, capacity and expert support required to assist the Proper Officer for Transport and the Regional Transport Team to discharge their functions; and
10. decisions concerning governance including ensuring its own decision making is effective and ensuring the good governance of Nexus in accordance with the responsibilities applicable to the Combined Authorities as set out in the Transport Act 1968 and other relevant legislation.

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North East Joint Transport Committee

Date: 18 December 2018

Subject: Appointment to Transport for the North, Rail North Committee

Report of: Managing Director (Transport Operations)

Executive Summary

The purpose of this report is to seek nominations for the appointment of a single Member and a Substitute Member to represent both the North East Combined Authority (NECA) and North of Tyne Combined Authority (NTCA) on the Transport for the North, Rail North Committee.

When the forerunner of the Rail North Committee (then known as Rail North Limited) was created, geographical groupings were used to appoint a committee of 11 members from the then 25 authorities that make up the area covered by the Northern and TransPennine Express rail franchises. This structure was carried forward into TfN's governance arrangements for the rail franchises when it was established. Thus the creation of the NTCA does not affect the provision of a single member to represent the rail franchise interests of the LA7 area.

Recommendations

The North East Joint Transport Committee is recommended to:

- i. Nominate a Member and a Substitute Member to represent the regional group comprising NECA and NTCA on the Transport for the North, Rail North Committee.
- ii. Note that Transport for the North have stipulated that the Member and Substitute Member appointed to the Rail North Committee should be from amongst the current Members and Substitute Members representing both NECA and NTCA on the TfN Board.

1. Background Information

- 1.1 The North East Combined Authority (NECA) was created pursuant to the Local Democracy, Economic Development and Construction Act 2009 (LDEDCA 2009) and by the then Durham, Gateshead, Newcastle Upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland Combined Order 2014 (the NECA Order) which came into force on 15 April 2014. The boundaries of NECA were changed on 2 November 2018 by the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 (the Second Order). The Second Order placed an obligation on both the newly formed North of Tyne Combined Authority (NTCA) and NECA to form a North East Joint Transport Committee.
- 1.2 On 1 April 2018, Transport for the North (TfN) became a Sub-National Transport Body. It has a local government-type governance structure comprising a Board, Rail North Committee, Scrutiny Committee and Audit Committee. Whilst both NECA and NTCA are eligible to nominate their own representatives on the TfN Board and Scrutiny and Audit committees, the Rail North Committee has a different constitutional structure being a successor to the former Rail North Ltd.
- 1.3 When the forerunner of the Rail North Committee (then known as Rail North Limited) was created, geographical groupings were used to appoint a committee of 11 members from the then 25 authorities that make up the area covered by the Northern and TransPennine Express rail franchises. This structure was carried forward into TfN's governance arrangements for the rail franchises when it was established. Thus the creation of the NTCA does not affect the provision of a single member to represent the rail franchise interests of the LA7 area.
- 1.4 We have been advised by TfN that both NECA and NTCA attract separate voting rights as set out in the Transport for the North Regulations. In relation to rail franchise matters, votes are weighted on the basis of rail passenger miles taken on the relevant franchised railway operations within the constituent authority's area. Using this methodology NECA is allocated fourteen votes, and the NTCA is allocated fifty-one votes. As NECA has fewer than thirty-two weighted votes (which is the threshold for having its own separate representation), it is expected to form a regional group with NTCA covering the North East (LA7) area, with one representative on the Rail North Committee who will be entitled to cast combined votes on behalf of the two Combined Authorities.
- 1.5 Part of the TfN constitution recognises the existence of the North East Rail Management Unit (NERMU) (administered through Nexus), which has some delegated responsibilities for franchise matters in the wider North East Rail geography. Through NERMU, officers across the LA7 authorities and Tees Valley Combined Authority are working together to maximise the benefits to North East England through franchise commitments and the longer future rail planning processes.
- 1.6 Rail North has produced a draft Long Term Rail Strategy for which a NERMU local delivery plan is needed to be produced. In addition, as part of the North East Transport Plan process, a North East Rail Strategy is also planned to be produced

during 2019.

2. Proposals

- 2.1 The Leadership Board is invited to nominate a Member and a Substitute Member to the Transport for the North Rail North Committee to represent the regional group on behalf of the two Combined Authorities. Transport for the North have noted that nominations need to take place from the current Transport for the North Board Membership (Cllrs Forbes, Jackson, Marshall or Miller).

3. Reasons for the Proposals

- 3.1 The proposals will enable NECA and NTCA to participate in the Transport for the North Rail North Committee.

4. Alternative Options Available

- 4.1 No alternatives are presented, as nomination of a single representative is a requirement for NECA and NTCA to participate in the Transport for the North Rail North Committee.

5. Next Steps and Timetable for Implementation

- 5.1 The appointments will be effective from the date they are made. The Monitoring Officer will communicate the appointments to Transport for the North.

6. Potential Impact on Objectives

- 6.1 The appointments will enable NECA and NTCA to properly discharge their functions, thereby assisting in the delivery of their objectives.

7. Financial and Other Resources Implications

- 7.1 There is no specific provision in the budgets to support expenses associated with membership of outside bodies and it is anticipated that these will be met by the constituent authorities.

8. Legal Implications

- 8.1 Functions of Transport for the North Rail North Committee are set out in the Sub-national Transport Body (Transport for the North) Regulations 2018. The proposals in this report ensure that NECA and NTCA continue to contribute to the development and implementation of rail strategies and franchise management in the North with the objective that economic growth in the area continues to be enhanced.

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, however, the Joint Transport Committee will be mindful of the advantages of gender balance on boards and committees.

11. Crime and Disorder

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

12. Consultation/Engagement

12.1 None

13. Other Impact of the Proposals

13.1 None

14. Appendices

14.1 None

15. Background Papers

15.1 None

16. Contact Officers

16.1 Tobyn Hughes, Managing Director (Transport Operations)
tobyn.hughes@nexus.org.uk Tel: 0191 203 3236

17. Sign off

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

18. Glossary

18.1 NECA – North East Combined Authority
NTCA – North of Tyne Combined Authority
TfN – Transport for the North

North East Joint Transport Committee

Date: 18 December

Subject: Appointment of the Chair and Vice Chair for the Joint Transport Committee, Tyne and Wear Sub Committee and appointment process of the Independent Chair(s) and Vice Chair(s) for the Audit Committee, and the Overview and Scrutiny Committee.

Report of: Monitoring Officer

Executive Summary

This report seeks agreement to the appointment of the Chair and Vice Chair for the Tyne and Wear Sub Committee for the Municipal Year 2018/19.

It also invites members to comment on the appointment process for the Independent Chair and Vice Chair of the Joint Transport Committee, Overview and Scrutiny Committee and the Joint Transport Committee, Audit Committee.

Recommendations

It is recommended that the Joint Transport Committee:

- i. Appoints the Chair and Vice Chair of the Tyne and Wear Sub Committee for the 2018/2019 municipal year.
- ii. Notes, comments upon and approves the commencement of the appointment of the Independent Chair and Vice Chair of the:
 - a. Joint Transport Committee, Overview and Scrutiny Committee
 - b. Joint Transport Committee, Audit Committee
- iii. Approve the payment of remuneration to the Chairs and Vice-Chairs as detailed in the paper.

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 specific in the Order.
- 1.2 At the meeting of the Joint Transport Committee on the 21 November, the Committee delegated the appointment of the Chair and Vice Chair of the Tyne and Wear Sub Committee to that Committee who were meeting on the 22 November.
- 1.3 Unfortunately, the meeting on the 22 November was not quorate and the Chair and Vice Chair were not appointed. This report recommends that the Joint Transport Committee appoint the Chair and Vice Chair of the Tyne and Wear Sub Committee.

Appointment process for the Independent Chair and Vice Chair of the Joint Transport Committee – Overview and Scrutiny Committee

- 1.4 In accordance with the **Order** (*Schedule 2, Section 4 (3)*) it stipulates that the Joint Transport Committee must appoint an independent person to be Chair of the Overview and Scrutiny Committee.
- 1.5 It is intended that the vacancy is advertised with the job description (**Appendix 1**) and the interview panel made up of the Head of Paid Service and the Monitoring Officer of NECA and as per previous similar processes an opportunity will also be given to the Chair and Vice Chair of the Joint Transport Committee, to form part of the panel.
- 1.6 The remuneration of the vacancy will be advertised in accordance with current remuneration levels to replicate the NECA's Independent Chair(s) of £2,000.
- 1.7 There is no provision in the Order for a Vice-Chair however, it is considered prudent to plan for occasions when the Chair may be unavailable. It is intended therefore that a vacancy is also advertised with the job description (**Appendix 1**) for the Vice Chair with a similar interview process recorded in section 1.5.
- 1.8 The remuneration of the vacancy will be advertised in accordance with the current remuneration levels to replicate the NECA's Independent Vice Chair of £1,000 per annum.

- 1.9 Following the interview process, it is intended that a report will return to the Joint Transport Committee for Members to confirm the appointment of the successful candidate, this is in accordance with the **Order** and the Standing Orders.

Appointment process for the Independent Chair and Vice Chair of the Joint Transport Committee – Audit Committee

- 1.10 In accordance with the **Order** (*Schedule 2, Section 14 (3)*) it stipulates that the Joint Transport Committee must appoint an independent person to the Audit Committee.
- 1.11 The appointment of the Independent person, both Chair and Vice Chair will follow the recruitment procedures as outlined in 1.5. Job Descriptions of both the Chair and Vice Chair are attached as **Appendix 2**.
- 1.12 There is no provision in the Order for a Vice Chair, however, as noted in paragraph 1.7 it is considered prudent to plan for occasions when the Chair may not be available.
- 1.13 The role of Chair will be remunerated at £2,000 per annum and the role of Vice-Chair will be remunerated at £1,000 per annum.

2. Proposals

- 2.1 The Joint Transport Committee is invited to appoint the Chair and Vice Chair of the Tyne and Wear Sub Committee.
- 2.2 The Committee is invited to note, comment upon and approve the process for the appointment of the Independent Chair and Vice Chair of the Joint Transport Committee, Overview and Scrutiny Committee, and the Joint Transport Committee, Audit Committee.
- 2.3 In particular, Members may wish to express their views on questions including:
- a. Any additions or alterations they would like to see to the job descriptions.
 - b. Whether it is preferable to have Chairs and Vice-Chairs in common with the committees of the Combined Authorities?
 - c. Whether it is preferable that membership of the JTC Audit Committee and JTC Overview and Scrutiny Committee is made up of Members drawn from the equivalent committees in the Combined Authorities?
 - d. What involvement Members of the JTC (or Members of the relevant Combined Authority equivalent committees) wish to have in the

appointment process, or whether it should be handled by officers on their behalf.

- 2.4 Following completion of the recruitment processes described in Section 1 of this paper, the appointment panel's recommendations will be brought back to the JTC for its approval.

3. Reasons for the Proposals

- 3.1 The proposals will enable the Joint Transport Committee and its other Committees to operate effectively and in accordance with the Order and the Standing Orders.

4. Alternative Options Available

- 4.1 The proposals are set out in the recommendations of this report.

5. Next Steps and Timetable for Implementation

- 5.1 The appointments to the Committees will be recorded on the NECA website, and all stakeholders informed, as soon as practicably possible. It is hoped that the appointment process will be completed within a cycle of two meetings of the JTC and brought forward for approval at or before the March 2019 meeting.

6. Potential Impact on Objectives

- 6.1 The appointments will enable the Joint Transport Committees 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(s) is contained within the existing financial resources available.

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. Appendices

12.1 Appendix 1 – Job Description – Independent Chair and Vice-Chair of Joint Transport Committee, Overview and Scrutiny Committee

12.2 Appendix 2 - Job Description – Independent Chair and Vice Chair of the Joint Transport Committee, Audit Committee

13. Background Papers

13.1 Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018

13.2 The Durham, Gateshead, South Tyneside and Sunderland Combined Authority Order 2014 (SI 2014 No.1012) as amended by the Second Order

14. Contact Officers

14.1 Peter Judge, Monitoring Officer
E-mail: peter.judge@northeastca.gov.uk Tel: 0734 2069 371

15. Sign off

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

16. Glossary

NECA – North East Combined Authority
NTCA – North of Tyne Combined Authority

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North East Joint Transport Committee

APPOINTMENT OF AN INDEPENDENT CHAIR AND VICE-CHAIR OF ITS OVERVIEW AND SCRUTINY COMMITTEE

The Joint Transport Committee has been created jointly by the North East Combined Authority and the North of Tyne Combined Authority to discharge certain functions of the two Combined Authorities prescribed by Article 9 of the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018. The Joint Transport Committee also discharges additional functions delegated to it by the two Combined Authorities.

There is a duty under the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority Order 2018 to appoint an Overview and Scrutiny Committee to scrutinise the decisions taken by the Joint Transport Committee and its sub-committees. It currently has one sub-Committee with decision making authority – the JTC Tyne and Wear Sub-Committee.

The North East Joint Transport Committee wishes to appoint independent individuals to be the Chair and Vice-Chair of the Joint Transport Committee's Overview and Scrutiny Committee. These roles are created under Paragraph 3(5) of Schedule 5A of the Local Democracy Development and Construction Act 2009.

The North East Combined Authority is the accountable body and host Combined Authority for the North East Joint Transport Committee and its Chief Officers support the JTC and its committees, together with a Proper Officer for Transport.

Main Purpose – Independent Chair:

1. To chair the Overview and Scrutiny Committee and provide independent leadership.
2. To ensure the Overview and Scrutiny Committee fulfils the functions of providing review and scrutiny within the decision making structures of the Joint Transport Committee.

Main Purpose – Independent Vice-Chair:

1. To support the chair in the discharge of their roles on a day-to-day basis.

2. To act as chair and in their place during vacancies and other absences.

Key Responsibilities:

1. To chair meetings of the Overview and Scrutiny Committee (minimum 4 per year and any extraordinary meetings as required).
2. To ensure the Overview and Scrutiny Committee works effectively, with good collaboration between its members, encouraging and supporting the development of a work programme with its Members, which includes matters of strategic importance to residents of the constituent authorities and making reports with recommendations to the Joint Transport Committee.
3. To work with scrutiny members and support officers to develop the work programme, scrutiny agendas, and the management of associated business including any other activities such as consultation meetings and public evidence gathering sessions.
4. Work with Scrutiny members to develop their role in reviewing and scrutinising decisions made in connection with the discharge of any functions which are the responsibility of the Joint Transport Committee or any other decision making body or officer of the Committee.
5. To liaise with the NECA Monitoring Officer and the NECA Policy and Scrutiny Officer in respect of call-in and generally to ensure the timely and efficient management of the Overview and Scrutiny Committee's business.
6. To lead the Committee in its role of reviewing the performance of the Joint Transport Committee.
7. Together with the Committee, to scrutinise decisions, including decisions which are confidential and exempt from publication. The Chair and Vice-Chair will also be involved in relation to the urgency and general exception processes required when matters are entered onto the Forward Plan on less than the 28 days' required notice.
8. To uphold the integrity of scrutiny and public accountability working through the Committee, including maintaining the reputation of the Combined Authorities and the Joint Transport Committee for robust decision making.

Availability:

- It is envisaged the post holder will need to be available for at least half a day per month, generally during working hours.
- Have the flexibility to carry out the required tasks and duties, including occasionally working outside normal office hours.
- Be accessible to Officers and Committee Members by email or in person outside of scheduled meetings.
- It should be noted that meetings are held at Constituent Council offices across the LA7 area (Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland).

**APPOINTMENT OF INDEPENDENT PERSON AS CHAIR/VICE CHAIR OF THE JOINT
TRANSPORT COMMITTEE, OVERVIEW AND SCRUTINY COMMITTEE**

PERSON SPECIFICATION

Knowledge	General understanding of the qualities of good governance and decision making	Essential
	Be prepared to undergo formal training in the role	Essential
	Knowledge of the roles and responsibilities of councillors	Desirable
	Understanding of the diverse functions of a Local Authority or a Combined Authority, contemporary issues and challenges facing local government	Desirable
	Awareness of the role of overview and scrutiny	Desirable
Experience and skills	Chairing skills: ability to organise, coordinate and follow through on issues; manage competing or differing views, and positively challenge to achieve the desired outcome.	Essential
	Have personal integrity and act independently	Essential
	Be fair and able to take an objective view of sometimes emotive issues	Essential
	Have an ability to act impartially	Essential
	Be able to exercise sound judgement	Essential
	Have excellent inter-personal skills	Essential
	Be able to express their ideas and point of view effectively, while being inclusive and appreciative of others point of view.	Essential
	These are politically restricted posts and the post-holder cannot have held political office with a Constituent Authority within the last five years	Essential
	Experience of acting as a Chair of large committees bringing together diverse groups	Essential (Chair)/ Desirable
	Experience of working within a formally constituted Committee structure	(Vice-Chair) Essential (Chair)/ Desirable (Vice-Chair)
	Experience of working with Local Government Officers	Desirable
Experience of dealing with confidential material in a public and accountable environment	Desirable	

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North East Joint Transport Committee

APPOINTMENT OF AN INDEPENDENT CHAIR AND VICE-CHAIR OF ITS AUDIT COMMITTEE

The Joint Transport Committee has been created jointly by the North East Combined Authority and the North of Tyne Combined Authority to discharge certain functions of the two Combined Authorities prescribed by Article 9 of the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018. The Joint Transport Committee also discharges additional functions delegated to it by the two Combined Authorities.

There is a duty under the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority Order 2018 to appoint an Audit Committee in relation to the transport functions of the two Combined Authorities discharged by the Joint Transport Committee and its sub-committees. It currently has one sub-Committee with decision making authority – the JTC Tyne and Wear Sub-Committee.

The North East Joint Transport Committee wishes to appoint independent individuals to be the Chair and Vice-Chair of the Joint Transport Committee's Audit Committee. These roles are created under Paragraph 3(5) of Schedule 5A of the Local Democracy Development and Construction Act 2009.

The North East Combined Authority is the accountable body and host Combined Authority for the North East Joint Transport Committee and its Chief Officers support the JTC and its committees, together with a Proper Officer for Transport.

Main Purpose – Independent Chair:

1. To chair the Audit Committee and provide independent leadership.
2. To ensure the Audit Committee fulfils the functions set out in the Joint Transport Standing Orders and the Committee's Terms of Reference.

Main Purpose – Independent Vice-Chair:

1. To support the chair in the discharge of their roles on a day-to-day basis.
2. To act as chair and in their place during vacancies and other absences.

Key Responsibilities - Chair:

- 1 To chair meetings of the Audit Committee, ensuring that:
 - meetings are conducted in accordance with the Joint Transport Committee's Standing Orders and Committee's Terms of Reference;
 - meetings are effectively managed; and
 - decision making of the committee is transparent, timely and effective.
- 2 To engage fully in collective consideration of the issues before the Audit Committee, taking into account a full range of relevant factors, including legislation and supporting regulation (eg the Accounts & Audit (England) Regulations 2011 as amended), professional guidance (eg that issued by the Chartered Institute of Public Finance and Accountancy (CIPFA)), and the advice of the Combined Authorities Chief Finance Officers.
- 3 To participate fully in the discharge of all Audit Committee functions. The Audit Committee has no Standards functions.
- 4 To promote the concept of proportionate, effective risk management and internal control throughout the organisation; and to champion the work of Internal Audit, External Audit and Risk Management.
- 5 To participate in periodic review of the overall effectiveness of the Audit Committee.
- 6 To ensure that the minutes of Audit Committee meetings accurately record decisions taken.
- 7 To determine whether or not any late items of business are sufficiently urgent to justify being added to the agenda for committee meetings in accordance with the Local Government Act 1972.
- 8 Where appropriate, to determine the date and time for any extraordinary meeting of the Audit Committee, following consultation with relevant officers (and where possible in consultation with the Vice Chair).

Availability:

- It is envisaged the post holder will need to be available for at least half a day per month, generally during working hours.
- Have the flexibility to carry out the required tasks and duties, including occasionally working outside normal office hours.
- Be accessible to Officers and Committee Members by email or in person outside of scheduled meetings.
- It should be noted that meetings are held at Constituent Council offices across the LA7 area (Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland).

**APPOINTMENT OF INDEPENDENT PERSON AS CHAIR/VICE CHAIR OF THE JOINT
TRANSPORT COMMITTEE, AUDIT COMMITTEE**

PERSON SPECIFICATION

Knowledge	<p>Qualified accountant (a Consultative Committee of Accounting Bodies (CCAB) qualification) or in-depth experience in the fields of audit, accounting, risk and performance management, for example gained as Chair of an Audit Committee</p> <p>General understanding of the qualities of good governance and decision making</p> <p>Be prepared to undergo formal training in the role</p> <p>Knowledge of the roles and responsibilities of councillors</p> <p>Understanding of the complexity of issues surrounding audit and risk management in local government</p> <p>Knowledge of the locality of the two Combined Authorities areas (which the Joint Transport Committee covers), and knowledge of its communities</p> <p>Knowledge of the Combined Authorities and the North East Joint Transport Committee’s strategic aims and objectives</p> <p>Knowledge and understanding of local authority members Codes of Conduct</p>	<p>Essential</p> <p>Essential</p> <p>Essential</p> <p>Desirable</p> <p>Desirable</p> <p>Desirable</p> <p>Desirable</p> <p>Desirable</p>
Skills	<p>Ability to weigh/sort complex evidence and reach rational conclusions, incorporating appropriate advice</p> <p>Ability to be objective, independent and impartial</p> <p>Ability to work in a Group, and chair meetings</p> <p>Ability to make reasoned decisions</p> <p>Strong strategic awareness and ability to identify emerging external factors that may impact on strategy, implementation of plans, or reputation with key stakeholders</p> <p>A good communicator with excellent leadership and interpersonal skills, able to both empower and challenge supportively</p>	<p>Essential</p> <p>Essential</p> <p>Essential</p> <p>Essential</p> <p>Essential</p> <p>Essential</p>
Experience	<p>Experience of audit and internal audit and working with an Audit Committee</p>	<p>Essential (Chair)/ Desirable (Vice-Chair)</p>

	Experience of risk management, performance management and financial governance	Essential
	Have an ability to act impartially	Essential
	Be able to exercise sound judgement	Essential
	Have excellent inter-personal skills	Essential
	Be able to express their ideas and point of view effectively, while being inclusive and appreciative of others point of view	Essential
	These are politically restricted posts and the post-holder cannot have held political office with a Constituent Authority within the last five years	Essential
	Experience of acting as a Chair of large committees bringing together diverse groups	Essential (Chair)/ Desirable (Vice-Chair)
	Experience of working within a formally constituted Committee structure	Desirable
	Experience of working with Local Government Officers	Desirable
	Experience of dealing with confidential material in a public and accountable environment	Desirable
	Knowledge/experience in matters relating to members codes of conduct (noting that this Committee has no direct standards or conduct function)	Desirable
	Experience gained working in a large, or public sector, organisation	Desirable
Other	Live or work in the Combined Authority area.	Essential
	Must not be a member, co-opted member or officer of the Joint Transport Committee, North East Combined Authority or the North of Tyne Combined Authority	Essential
	Must not have been an officer or member of either of the Combined Authority's Constituent Councils within the previous 5 years, from date of appointment	Essential
	Able and willing to devote the necessary time to the role	Essential

North East Joint Transport Committee

Date: 18th December 2018
Subject: Transforming Cities Fund Tranche 1 Update
Report of: Tobyn Hughes, Managing Director (Transport Operations)

Executive Summary

The purpose of this report is to provide Joint Transport Committee with an update on Tranche 1 of the Transforming Cities Fund.

Recommendations

The North East Joint Transport Committee is recommended to;

- i. note the report;
- ii. enable the Joint Transport Committee to enact the delegated authority for the Head of Paid Service at NECA to approve submission of an application to Transforming Cities Fund Tranche 1 (2018/19).

1. Background Information

- 1.1 This report will provide Joint Transport Committee with an update on Tranche 1 of the Transforming Cities Fund.
- 1.2 An additional £770m for the Transforming Cities Fund was announced in the budget, increasing the total value of the fund to £2.45 billion. The aim of the fund, which is entirely capital, is to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English city regions.
- 1.3 £1.1bn of the fund has already been allocated to existing Mayoral Combined Authorities on a per capita basis. The remaining £1.28bn is available to the ten shortlisted and two additional city regions over a five year period to 2022-23.
- 1.4 Guidance for Tranche 1 of the fund was published late November and the key points are summarised in this report. The guidance for Tranche 2 is expected to be published early 2019.
- 1.5 The funding profile for £1.28bn that is available for the shortlisted city regions is as follows:

	2018/19	2019/20	2020/21	2021/22	2022/23	Total
Capital (£m)	60	110	160	510	440	1,280

Transforming Cities Future Mobility Zones

- 1.6 £90m from the £2.45bn fund will be used to create three new mobility areas and is expected to be used for new modes, technology and mobility services. It is a top up to the Transforming Cities Fund.
- 1.7 £20m of the fund has already been allocated to the West Midlands. The remaining £70m will be allocated via a competitive process and only the mayoral combined authorities and 12 shortlisted city regions are eligible to bid.
- 1.8 The DfT will publish further information on the funding for future mobility zones in due course.

Transforming Cities Fund Tranche 1

- 1.9 10 city regions, including the north east, have already been shortlisted to apply for funding and it was announced in the budget that an additional two city regions will be shortlisted. The additional two city regions are yet to be identified.
- 1.10 Funding will be allocated via two tranches. Tranche 1 will focus on early delivery of schemes this financial year and Tranche 2 will be used for longer term programmes.
- 1.11 Only the 10 city regions originally shortlisted are eligible to bid for a share of the £60m and each area can bid for up to £10m. A sizeable local contribution is

required for each proposal and schemes will be viewed more positively if they can secure a contribution from the private sector.

- 1.12 The deadline for Tranche 1 submissions is 18:00 on Friday 4th January 2019. Successful city regions are due to be announced early 2019 and are expected to procure, contract and ideally deliver schemes before the end of the financial year.
- 1.13 Eligible schemes for Tranche 1 include;
- Cycling and walking interventions
 - Smart traffic controls
 - Low carbon vehicle support
- 1.14 Schemes are expected to support the local economy, facilitate economic development and reduce carbon emissions and they must provide value for money, be deliverable and affordable. Schemes are required to support the proposals being developed for the Tranche 2 application.
- 1.15 The Department for Transport (DfT) will also assess schemes against the bid's cross-cutting priorities of:
- Encouraging the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility
 - Tackling air pollution and reducing carbon emissions
 - Delivering more homes
 - Improving access to work and delivering growth
 - Increasing the use of apprenticeships and improving skills.
- 1.16 Schemes that are able to demonstrate the potential for early delivery may be prioritised over those that are due to complete at a later date.
- 1.17 Schemes which require a lengthy procurement process are unlikely to meet the timescales of the Tranche 1 fund.
- 1.18 It is expected that applications will follow the five parts of the transport business case.

Next Steps

- 1.19 It will be necessary to prioritise schemes and city regions that do not prioritise are risking receiving less or no funding.
- 1.20 The Regional Transport Team have worked with Heads of Transport Group to produce a long list of potential schemes. A set of sifting criteria has been developed and will be used to identify the most sustainable schemes.
- 1.21 Additional resource will be procured to assist with the development of the bid and production of a business case.

2. Proposals

- 2.1 The region is intending to submit a proposal requesting up to £10m from the

Transforming Cities Fund for 'quick win' schemes that are able to start, and ideally complete, delivery this financial year. All seven local authorities and Nexus have been invited to put forward potential schemes for inclusion in the application.

3. Reasons for the Proposals

- 3.1 Tranche 1 of the Transforming Cities Fund provides the region with the opportunity to secure up to £10m in capital funding for cycling and walking interventions, smart traffic controls and low carbon vehicle support.

4. Alternative Options Available

- 4.1 Option 1: JTC may accept the recommendation set out in this report.
Option 2: JTC may not accept the recommendation set out in this report.
Option 1 is the recommended option.

5. Next Steps and Timetable for Implementation

- 5.1 The Tranche 1 draft application is due to be completed by 19th December to allow sufficient time for review and sign off.

Approval to submit the application will be requested from the Head of Paid Service at NECA via delegated decision on 21st December 2018.

The application will be submitted to the DfT no later than 4th January 2019.

6. Potential Impact on Objectives

- 6.1 The aim of the Transforming Cities Fund is to improve productivity and spread prosperity, which complements the aims of the Strategic Economic Plan. The proposal aims to improve access to better jobs and unlock housing sites, which links to the aims of the Strategic Economic Plan. Funding will also be used to improve air quality and reduce carbon emissions.

7. Financial and Other Resources Implications

- 7.1 The costs of submitting the tranche 1 bid is being funded from existing resources including an additional £50,000 grant provided by DfT.

- 7.2 The projects included in the bid will need to identify the match funding required and this will need to be confirmed by the Chief Finance Officer of NECA, in his role of the CFO of accountable body for the JCT. This information will be confirmed with Chief Finance Officers of the individual councils and organisations involved in the Tranche 1 bid.

- 7.3 In terms of cycling projects, the current planned spending on the Tyne Pedestrian and Cycle Tunnel has been identified as a potential source of local match funding.

8. Legal Implications

- 8.1 The submission of this application is not strictly a matter which requires the approval of the Joint transport committee, in accordance with its powers. The matter is one which would ordinarily fall to NECA as host Combined Authority and accountable body. This said the approval of the Joint transport Committee is welcome.

9. Key Risks

- 9.1 Risk of the application not progressing in a timely manner could result in the region missing the deadline and not being able to submit an application to the fund. A project plan is being produced to mitigate the risk of work not being delivered on time.
- 9.2 If approval to submit the bid is not granted by delegated decision by 21st December then it is highly unlikely that the bid will be able to be submitted by the deadline of the 4th January. Failure to submit the bid on time would mean that the region will lose out on the opportunity to obtain up to £10m in funding for 2018/19.

10. Equality and Diversity

- 10.1 There are no specific equality 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 Heads of Transport Group are involved in the development on an application to Tranche 1 of the Transforming Cities Fund.
- 12.2 Economic Directors and Chief Executives receive regular updates and are invited to input in to the development of the application.

13. Other Impact of the Proposals

- 13.1 No specific impacts.

14. Appendices

- 14.1 Not applicable.

15. Background Papers

- 15.1 Successful Expression of Interest which is available here:
<https://northeastca.gov.uk/documents/neca-transforming-cities-application-pdf/>

16. Contact Officers

16.1 Philip Meikle, Transport Strategy Director, philip.meikle@nexus.org.uk Tel: 0191 2033241

Rachelle Forsyth-Ward, Senior Specialist Transport Planner, rachelle.forsyth-ward@northeastca.gov.uk, 0191 2116445

17. Sign off

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

18. Glossary

DfT – Department for Transport

TCF – Transforming Cities Fund

North East Joint Transport Committee

Date: 18 December 2018
Subject: Regional Transport Update
Report of: Managing Director (Transport Operations)

Executive Summary

The purpose of this report is to update the Joint Transport Committee (JTC) on recent developments in transport affecting the LA7 area.

Looking ahead the JTC may wish to consider the need to develop a new Transport Plan for the LA7 area; progressing the Metro and Local Rail Strategy to expand local rail coverage; championing investment to upgrade the East Coast Mainline and its related north-south rail corridors so as to be ready for the arrival of HS2 in 2033; and ensuring the region is maximising its opportunities to bid for external funding for transport.

Transport for the North (TfN) is expected to finalise and publish its Strategic Transport Plan soon, along with an associated Investment Programme, and the Strategic Outline Business Case for the Northern Powerhouse Rail project.

Officers have been working with the National Infrastructure Commission (NIC) to prepare the region's response to the National Infrastructure Assessment (NIA), in order to influence the Government's own response to the NIA.

Rail services in the North continue to struggle in the wake of the May 2018 timetable changes, but a new December timetable has come into force which is intended to rectify some issues.

The Tyne and Wear Metro has also recently suffered from performance issues and disruption leading to customer dissatisfaction. More positively, work to procure a new fleet of Metro trains is progressing well as is construction of a new Transport Interchange and Learning Centre in South Shields.

Recommendations

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

1. Background

1.1 Transport Plan

The formation of the North East Joint Transport Committee (JTC) provides an opportunity to reflect on the next steps to develop Transport in the region.

The development of a new Transport Plan for the region will be important in setting agreed joint strategic aims and objectives; prioritising development of a pipeline of schemes and bidding for resources; and for monitoring the effectiveness of interventions. All members of the JTC will be requested to provide leadership of, and input into, the development of the new Transport Plan with work planned to commence in the New Year.

1.2 Metro and Local Rail Strategy

The Tyne and Wear Metro system is a major economic asset to the area, generating around £8.50 in economic benefit to the region from every trip taken. Nexus is exploring ways to improve and expand the system, alongside the local rail network, in line with the SEP and other local plans.

The JTC may wish to focus on advancing the Metro and Local Rail Strategy, being progressed by Nexus through the 'Metro Futures' project. Work to identify new Metro and local rail corridors, along with potential funding sources, is currently underway by Nexus and by individual local authorities.

The process to procure a new fleet of Metro trains is progressing well with the contract for new trains, train maintenance and depot reconstruction expected to be awarded in February 2020.

The Tyne and Wear Metro has recently suffered from poor performance, recording low levels of punctuality arising from poor fleet reliability, difficult autumn operating conditions and a range of infrastructure faults.

Services have been suspended or severely disrupted for long spells. Action plans are in place to address the issues but customer confidence has been impacted.

Ongoing monitoring of the Metro's performance is carried out by the JTC's Tyne and Wear Sub-Committee.

1.3 East Coast Main Line (ECML)

The ECML is one of the country's most strategically important rail routes but suffers from ageing, unreliable infrastructure and capacity constraints caused by a long-term lack of investment. The West Coast route received a multi-billion pound upgrade in the last decade, whereas the ECML has had no major investment since electrification in 1990.

Network Rail's ECML investment plans for the period to 2024 are currently limited to a power supply improvement to enable new rolling stock to run, and a junction improvement in Lincolnshire.

There are multiple 'asks' of the ECML spanning the next 15 years, including:

- HS2 from 2033 – the Phase 2B line will end south of York, from where HS2 trains will continue northwards on the ECML;
- Northern Powerhouse Rail (NPR) services - NPR is Transport for the North's (TfN) aspiration for a network of new and improved lines running east-west. NPR trains will use an upgraded ECML north of York;
- Faster links to Scotland; and
- Growth in conventional passenger and freight services.

Most of the route between Northallerton and Newcastle is only two tracks, which limits the number and speed of trains and impairs resilience in the event of any delay or disruption to service. The mixture of fast and slow trains on the route greatly reduces capacity.

Possible solutions are: reopening the Leamside Line; four-tracking more of the existing ECML in places and increasing line speed; and upgrading the Durham Coast line.

The term 'HS2-ready' summarises our asks and sets a date of 2033 for completion, as that is when HS2 is due to fully open to the North.

As well as LA7 authorities, the case for improvement is being made by TfN, the ECMA (East Coast Mainline Authorities) group, an All Party Parliamentary Group chaired by Catherine McKinnell MP, and business organisations have made it a key regional priority. It is also a key priority in the Strategic Economic Plan.

The JTC may wish to consider its approach to championing investment in the ECML corridor given its strategic importance both to the region and to the UK as a whole.

1.4 Air Quality

Air quality is an issue of serious concern within the North East, and all of our seven local authorities are acting in order to address challenges they face.

Transport is a significant contributor to air quality problems but also provides solutions. Delivering improvements in air quality hotspots often requires a long-term direction from government and associated funding both for scheme delivery and for behaviour change initiatives. The region has recently submitted representations to Government on the Clean Air Strategy and is actively working with DfT and DEFRA on identified air quality hotspots in 5 authority areas.

The JTC may wish to see further joint work carried out in this area, including by incorporating air quality considerations into the Transport Plan.

1.5 Go Ultra Low

In 2016/17, the region received £1.53m funding from the Office for Low Emission Vehicles (OLEV) and £1.5m from the European Regional Development Fund (ERDF) for interventions designed to increase the take up of electric vehicles in the

region. The programme, entitled Go Ultra Low North East is delivering this aim. Successful partnership working with Newcastle University has resulted in the programme being supplemented by funding of £1.3 million from Newcastle University's UK Collaboratorium for Research into Cities (UKCRIC).

The main deliverables of the programme include:

- Two electric vehicle (EV) filling stations, one in Newcastle (as described above) and one in Sunderland (has received planning consent);
- Revenue to manage the project;
- Clusters of rapid EV chargers across the North East in places of demonstrable demand;
- Innovation accelerator work to encourage local Small and Medium-sized Enterprises (SMEs) to capitalise on the EV opportunities;
- Working with SMEs to encourage use of the EV charging network and
- The development of options for an operating model beyond the life of the project for the chargers and also for the existing EV charging infrastructure across the region.

As a result of an underspend due to market competitiveness we are currently out to tender to install a further 10 chargers around the region with an anticipated delivery date of Autumn 2019.

Office for Low Emission's Ultra-Low Emission Taxi Infrastructure scheme

The Ultra-Low Emission Taxi Infrastructure scheme funding opportunity was issued by OLEV in July 2018 and sets out a £6million scheme aimed at providing funding for Ultra Low Emission Vehicle (ULEV) infrastructure dedicated to ULEV taxis and private hire vehicles.

Following approval at Transport North East Committee (TNEC), the region has worked with the Energy Savings Trust, taxi trade and all seven authorities to identify locations for ten rapid chargers. The bid is being prepared and will be submitted to OLEV. Subsequent updates will be given to the committee and the JTC may wish to think about subsequent investments to green our taxi fleet.

1.6 Transport for the North (TfN)

TfN continues to make progress on a number of workstreams, including the development of its Strategic Transport Plan (STP). The STP has been subject to a consultation, where our region made a number of comments for improvement. Officers and Members have ensured that these comments have been addressed in the development of the final version of the plan, with TfN set to launch the plan in February 2019.

The plan will be accompanied by an Investment Programme, which provides the platform from which to secure funding from Government for interventions and schemes to be integrated into the delivery plans of bodies such as Network Rail and Highways England.

Meanwhile, work continues on developing the case for Northern Powerhouse Rail (NPR) which is intended to transform inter-city rail travel between major centres in

the North. To progress this, TfN are finalising the Strategic Outline Business Case (SOBC) to present to the TfN board on the 6th December, and subsequently to the DfT BICC on the 17th December. The NPR network as a whole has a positive benefit cost ratio, including the key corridor for the North East, Leeds to Newcastle. This corridor will include a junction off the HS2 network and significant upgrades to the East Coast Mainline.

Phase One of the Integrated and Smart Travel programme is actively being rolled out across the Northern and TransPennine franchises, including stations in the North East by the end of this year. This will allow season ticket holders to have their products loaded to smart cards, transforming how passengers access the rail network.

1.7 Strategic Highways

The Strategic Road Network (SRN) in the region comprises of the roads managed by Highways England (HE), (A1, A19, A69, A66 and parts of the A194(M) and A184). HE has 5 year road investment strategies known as a RIS. Through the current RIS period, (RIS1) the region secured investment on the A1, A19 and A69, this includes schemes at Silverlink, Downhill, Testos, the Western Bypass and at Hexham.

HE are now planning for the next RIS period (2020-2025), with the Government announcing an expected £25.3bn investment. Working with TfN, the region is looking to influence the spending priorities of HE and is in dialogue with all parties to secure investment for the region. Regular updates will be given to the JTC and the committee may wish to consider which highway schemes we want to prioritise.

In 2017 the Government and Transport for the North announced plans to develop a Major Road Network known as the (MRN). A tier down from the SRN, these routes provide strategic connectivity across the region, often providing a resilience function for the SRN or connect to it. The region has worked with TfN to define a network for the North and is currently awaiting the final network from DfT. Inclusion in the DfT network opens up funding opportunities for strategic investments.

1.8 National Infrastructure Commission

The region has been actively working with the National Infrastructure Commission on progressing thinking around the region's response to the published National Infrastructure Assessment (NIA). The assessment is the advice to Government around approaches to national infrastructure priorities and spending.

In the Autumn budget the Government committed to respond to the NIA within the next year. To influence this, the LEP and RTT co-ordinated a roundtable with the chair of the commission Sir John Armitt, the Chief Executive, Philip Graham and commissioner Bridget Rosewell OBE. The region will take forward this debate in order to influence the Government's response to the NIA later in 2019.

The region is also working closely with the NIC on a number of thematic areas including a focus on the future of freight linked to a forthcoming study and is seeking to work with the NIC in the development of their Urban Infrastructure studies, to look at the effects of recommendations of the NIA on the form and

function of our three cities.

1.9 Rail Franchise Update

A new timetable has been introduced on the rail network, aimed at addressing the major performance challenges created by change made in May 2018. For the North East, the changes are expected to improve the reliability of Transpennine Express services, which have often been delayed by slow stopping services between Manchester and Leeds.

Rolling stock is set to see a transformation during 2019, with new trains arriving for Transpennine services that will see an increase in capacity and an improvement in service quality. Northern is introducing new and refurbished rolling stock, which will start to replace the widely criticised 'Pacer' fleet during 2019.

1.10 Transforming Cities Fund

The Transforming Cities Fund is a £2.45 billion fund that aims to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English city regions. £1.1bn of the fund has already been allocated to existing Mayoral Combined Authorities on a per capita basis. The remaining £1.28bn is available to the shortlisted city regions over a five year period to 2022-23.

10 city regions, including the North East, have already been shortlisted to apply for funding.

Further information is provided in a separate report on the agenda.

2. Proposals

- 2.1 This report is for information purposes only. Therefore, no proposals are contained in this report.

3. Reasons for the Proposals

- 3.1 This report is for information purposes only.

4. Alternative Options Available

- 4.1 Not applicable to this report.

5. Next Steps and Timetable for Implementation

- 5.1 Officers will continue to work with the NIC on developing the region's response to the NIA.

Nexus continues with the lengthy procurement process for a new fleet of Metrocars.

The region continues to develop proposals for the Transforming Cities fund.

6. Potential Impact on Objectives

- 6.1 Successful delivery of the various transport schemes and investment proposals outlined in this document will assist the Joint Transport Committee in delivering its objective to maximise the regions opportunities and potential.

7. Financial and Other Resources Implications

- 7.1 The report includes information on funding and financial opportunities. There are no specific financial implications arising from this report.
- 7.2 There are no Human Resource or ICT implications.

8. Legal Implications

- 8.1 There are no specific legal implications arising from this report.

9. Key Risks

- 9.1 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 either a regional or national level.

13. Other Impact of the Proposals

- 13.1 No specific impacts.

14. Appendices

- 14.1 None.

15. Background Papers

- 15.1 Not applicable.

16. Contact Officers

- 16.1 Toby Hughes, Managing Director (Transport Operations)
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17. Sign off

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

North East Joint Transport Committee

Date: 18 December 2018

Subject: Office of Low Emission's Ultra Low Emission Taxi Infrastructure scheme

Report of: Managing Director (Transport Operations)

Executive Summary

This report discusses the funding opportunity which has arisen through the Office for Low Emission (OLEV) Taxi scheme which is a £6 million funding pot to support the taxi trade transition to ultra- low emission taxis. The closing date for submission was 30th November, however OLEV has granted an extension until the 18th December due to changes in the region's governance arrangements and to give an opportunity to present the contents of the bid to all seven local authorities.

The bid is for 10 charging posts across all 7 local authority areas in the North East LEP area. This has been developed following engagement with the taxi trade, all seven-local authorities, transport and licencing teams. The Energy Savings Trust have provided analysis for the bid. Funding from OLEV is being sought for 75% of the capital funding (£504,750), the remaining 25% (£168,250) will be delivered through a full OJEU procurement for an operator, to design, install, manage and maintain the infrastructure. There is therefore no public-sector match funding involved.

Recommendations

The Joint Transport Committee is recommended to endorse the position and note that a delegated decision will be considered and signed by NECA's Head of Paid service in consultation with NECA's Head of Monitoring and Chief Finance Officer.

1. Information

- 1.1 The Ultra-Low Emission Taxi Infrastructure scheme funding opportunity was issued by OLEV in July 2018 and set out a £6 million scheme aimed at providing funding for Ultra Low Emission Vehicle (ULEV) infrastructure dedicated to ULEV taxis and private hire vehicles. Although this is a purely capital fund aimed at providing funding for infrastructure, OLEV are looking for bids which include local measures which are either in place or planned to drive the transition to ULEV taxis including regulatory measures and local incentives.
- 1.2 OLEV offered several authorities the opportunity for the Energy Savings Trust (EST) to work with them in order to provide support with data analysis and stakeholder engagement as well as reviewing the final application. To receive this support, interested authorities had to submit an expression of interest. The Regional Transport Team (RTT) on behalf of the North East submitted an EOI and on 14th September we were informed that the North East had been successful in receiving full support to submit a funding bid.
- 1.3 The scheme aims to:
- increase the uptake of ultra-low emission Hackney carriages and private hire taxis;
 - improve air quality in urban areas;
 - encourage investment and support jobs in the UK automotive industry
 - influence the uptake of ULEVs
- 1.4 The regional bid is comprised of a £673,000 capital infrastructure investment focusing on delivering electric vehicle charging units in strategic locations across the region. Furthermore, this infrastructure will be backed up by a series of focused campaigns and advice aimed at the taxi trade to encourage the transition to ULEV taxis.
- 1.5 Following discussions with the Office for Low Emission, an extension until the 18th December has been granted due to changes in the regions governance arrangements and to enable the bid to be presented to and endorsed by all seven local authorities.

2. Proposals

- 2.1 This report is for information purposes only. Therefore, no proposals are contained in this report.

3. Reasons for the Proposals

- 3.1 This report is for information purposes only.

4. Alternative Options Available

- 4.1 Not applicable to this report.

5. Next Steps and Timetable for Implementation

- 5.1 The bid will be submitted to OLEV by the Regional Transport Team on the 18th December

6. Potential Impact on Objectives

- 6.1 The delivery of new EV infrastructure within the North East will assist in delivering its key objective to move to a low carbon economy and to reduce transport-based carbon emissions

7. Financial and Other Resources Implications

- 7.1 There are no known financial implications for the region as there is no public-sector match funding proposed. A full OJEU procurement to install, manage and maintain the infrastructure will be undertaken if the bid is successful.
- 7.2 There are no Human Resource or ICT implications.

8. Legal Implications

- 8.1 As the funding bid is developed, legal officers from the North East have been involved plus individual local authorities have advised that the proposals contained within the bid do not incur legal implications e.g. state aid. The infrastructure will be open to all of the taxi market (private hire and hackney carriage).

9. Key Risks

- 9.1 If ULEV infrastructure is not implemented through this funding opportunity, then there is a risk then each local authority would need to deliver this infrastructure through their internal resources to meet the increasing number of taxi vehicles becoming ULEVs.

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 Work on this funding bid had involved engagement with all local authority officers plus Heads of Transport and licencing teams. Transport North East Committee members are aware of this bid. All statutory officers are aware of this funding opportunity and will be consulted upon throughout the application process.

13. Other Impact of the Proposals

- 13.1 No specific impacts

14. Appendices

14.1 None

15. Background Papers

15.1 None

16. Contact Officers

16.1 Tobyn Hughes, Managing Director (Transport Operations)
tobyn.hughes@nexus.org.uk Tel: 0191 203 3246

17. Sign off

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