



Joint Transport Committee Overview and Scrutiny Committee

Thursday, 28th March, 2024 at 10.00 am

Meeting to be held in the Armstrong Stephenson Room - Newcastle Civic Centre

AGENDA

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|--|----------------|
| 1. Apologies for absence | |
| 2. Declarations of Interest | |
| 3. Minutes of the previous meeting held on 14.12.2023 | 3 - 6 |
| 4. North East Transport Plan refresh | 7 - 14 |
| 5. BSIP Partnership Update | 15 - 22 |

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North East Combined Authority

DURHAM • GATESHEAD • SOUTH TYNESIDE • SUNDERLAND



JOINT TRANSPORT COMMITTEE, OVERVIEW AND SCRUTINY COMMITTEE

DRAFT NOTES OF THE MEETING

DATE 14 December 2023

Meeting held in the Council Chamber, South Shields Town Hall

Present:

| | | |
|-----------------------|---|-------------------------------|
| D Taylor-Gooby | - | Chair |
| A Clark | - | Vice Chair |
| Councillor L Bowman | - | Northumberland County Council |
| Councillor T Champion | - | Newcastle City Council |
| Councillor J Shaw | - | North Tyneside Council |
| Councillor D Herbert | - | South Tyneside Council |
| Councillor S Dean | - | South Tyneside Council |
| Councillor C Lines | - | Durham County Council |
| Councillor A Wintcher | - | Gateshead Council |
| Councillor J Eagle | - | Gateshead Council |

Officers:

| | | |
|----------------|---|-----------------------|
| R Currie | - | Gateshead Council |
| S Gwilym | - | Durham County Council |
| H Lewis | - | Nexus |
| E Goodman | - | NECA |
| G Armstrong | - | NECA |
| P Meikle | - | Transport North East |
| R Forsyth-Ward | - | Transport North East |
| T Hughes | - | Transport North East |

1. APOLOGIES FOR ABSENCE

| | | |
|-------------------------|---|-------------------------|
| Councillor K Mason-Gage | - | Sunderland City Council |
| Councillor A Mullen | - | Sunderland City Council |
| Councillor A Lamonte | - | South Tyneside Council |

2. DECLARATIONS OF INTEREST

Cllr Eagle made an expression of interest as an employee of Nexus but advised that he has been given dispensation to be a member of this Committee.

3. MINUTES OF THE PREVIOUS MEETING HELD ON 26 OCTOBER 2023

Cllr Herbert noted that his attendance had been omitted from the previous minutes, this will be updated on the master copy.

RESOLVED:

- (i) The meeting was not quorate therefore the minutes of the previous meeting could not be approved as a correct record.

4. TRANSPORT BUDGET 2024/25

The Committee received a report for information providing an update on the forecast of outturn for 2023/24. The report also provided the Committee with the draft proposals for 2024/25 and indicative estimates for future years summarised as follows:

- It is proposed to increase the Tyne and Wear transport levy by 3.7% (£2.5m) in 2024/25 (as reported to the JTC as part of last year's budget process) to enable Nexus' services to be maintained. Even with this levy increase, use of reserves totalling £4.8m will be required to balance the budget next year.
- The Tyne and Wear Sub Committee will take a decision relating to the Tyne Tunnels tolls in January 2024. In order to set a balanced budget, an inflationary increase in the tolls will be required from 1 May 2024. The proposed increases in the tolls, which have been factored into the budget estimates are set out in the JTC report.
- It is proposed to maintain the contribution of £10,000 per authority towards Transport North East which is retained from the Durham and Northumberland levies. The contribution from the Tyne and Wear levy will be £2.100m (in line with current allocations) which is mainly used to meet costs relating to the former Tyne and Wear Integrated Transport Authority, namely charges for historic debt.
- It is proposed that funding for Transport North East from the Local Transport Plan Integrated Transport Block is continued at £500,000 (£62,500 per council and Nexus).
- Durham and Northumberland County Councils are currently working on finalising their budget proposals which will inform the levy requirements for 2024/25 and details will be included in the report to the JTC at its meeting in January 2024.

A comment was made noting that the use of reserves cannot last forever; the Committee also agreed that the introduction of the new Metro train fleet would help stabilise budgets in the long term. It was also acknowledged that when the new fleet of trains is introduced there would be 'teething problems' but that the reliability of services would be vastly improved.

Officers advised that whilst the new train fleet would see an enhanced customer experience, the costs associated with the system's maintenance may not necessarily be cheaper. The Committee were also provided assurance that the new fleet will be maintained by Stadler at the new depot in Gosforth; the Committee agreed that

having Stadler on the 'doorstep' was beneficial.

It was queried whether customers are currently getting value for money from Nexus/Metro; it was suggested that most customers would say no.

RESOLVED:

- (i) The Committee noted the report.

5. BUS PARTNERSHIP AND BSIP FARES PERFORMANCE UPDATE

The Committee received a report providing a progress update on the delivery of the Bus Service Improvement Plan (BSIP) interventions.

From the report, the Committee noted updates in relation to the recent industrial action taken by Go North East, the £1 fare performance, and partnership activities. It was highlighted that the recent industrial action taken by Go North East had come to an end with services resuming from 2 December 2023 following the agreement of a 2-year pay deal. It was also noted that following the return of Go North East bus services that one week of free travel had been offered to customers and that this had been successful in encouraging commuters to return to bus use.

It was also reported that the £1 fare for those aged 21 and under had seen a boost in performance with just over 1.1 million tickets being sold between August and September 2023. The Committee also noted that the partnership have progressed a number of BSIP interventions since the last update to the Committee, particularly the progress made on the development of the capital programme and the regional fares launch.

Officers advised that the regional fares launch was something to be celebrated and that the marketing team behind this had won an award. The Committee queried whether the 'Pop' card would eventually be of use across all modes of public transport on the network, similar to the London 'Oyster' card. The Committee were advised that this is a long term plan for the 'Pop' card.

A comment was made noting that the current number and variety of tickets available across the network was confusing and that the introduction of one form of payment would simplify this for customers and could encourage more customers to use public transport.

It was also questioned whether data had been collated to see how many commuters had taken advantage of Go North East's one week of free travel; officers advised that they did not have this information to hand but that this could be sought and provided. A comment was made noting that Go North East had offered a 'free-for-all' and that it was expected that any data relating to those who had travelled for free would be difficult to collate given the huge numbers of customers getting on/off the busses during this time.

A discussion also took place to the environmental impact of current bus fleets across the network.

RESOLVED:

- (i) The Committee noted the report.

6. NORTH EAST TRANSPORT PLAN REFRESH UPDATE

The Committee received a presentation providing an update on the North East Transport Plan Refresh.

It was noted that work is underway to refresh the North East Transport Plan which will set out transport priorities up to 2040. It was highlighted that the Plan would act as an enabler to other devolution-driven workstreams and that the draft Plan would be presented to the new combined authority Mayor and Cabinet in June 2024.

The Committee were also provided assurance that the new combined authority would be adopting the Plan but that the plan is adaptable should the Mayor and Cabinet request changes.

RESOLVED:

- (i) The Committee noted the update.

7. FORWARD PLAN AND WORK PROGRAMME UPDATE

The Committee received the Forward Plan and Work Programme Update for 2023/24.

The Committee also noted the scrutiny protocol in anticipation of new scrutiny arrangements under the new combined authority. It was noted that this is non-statutory, though contains much valuable info for potential scrutiny arrangements.

RESOLVED:

- (i) The Committee noted the work programme as reported.

North East Joint Transport Committee Overview and Scrutiny Committee

Date: 28th March 2024

Title: North East Transport Plan refresh

Report of: Managing Director, Transport North East

Executive Summary

The current North East Transport Plan, published in 2021, has underpinned a range of successful funding bids, with a major delivery programme underway to deliver the schemes and initiatives set out within it.

Following the signing of the 'minded to' North East devolution deal, the region is required to produce a refreshed North East Transport Plan that meets statutory obligations and sets out our transport needs and challenges in light of the fast-changing landscape since the original Plan was formulated.

The refreshed Plan will build upon the existing document that has extensive local stakeholder support and is seen by the current Leaders of the LA7 authorities as a strong reflection of their local and regional ambitions for transport. It will also include an updated accompanying delivery plan that includes a timeline of projects and interventions.

Most importantly, the refreshed Plan will act as a means to reflect and implement the new North East Mayor's aspirations for our transport system, once the post-holder is in place.

Recommendations

The North East Joint Transport Committee Overview and Scrutiny Committee is recommended to note this report.

Guiding Principles for Scrutiny Members

The below are the key guiding principles to support the Overview and Scrutiny Committee Members in reading the report in advance of the meeting to:

- Consider any added value that Scrutiny can bring; and
- Promote effective discussion and consider the information in the report.

1. The impact the matter has on individuals in the community and across the JTC area.
2. Focus on the efficiency and effectiveness of the proposals, next steps and any potential changes.

3. Consideration of any risks that may occur.
4. Scrutiny focusing on any performance management or quality assurance.

1. Background Information

- 1.1 The first North East Transport Plan was approved by the North East Joint Transport Committee (JTC) in March 2021 and sets out the region's transport priorities up to 2035. It was subject to an 8-week public consultation in 2020/21 and has since garnered strong support from regional authorities and the business community, along with thousands of individuals and community organisations across the North East.

As well as being a statutory requirement, the Plan sets out the region's priorities and forms the basis for bids and requests for funding for transport investment.

Following the signing of the 'minded to' North East devolution deal, the region is required to produce an updated North East Transport Plan setting out transport priorities for the region up to 2040.

The Plan will act as an enabler to other NEMCA (North East Mayoral Combined Authority) portfolios beyond transport and will consider the needs of both passengers and freight. The refreshed Plan will also clearly set out how it will improve transport provision in rural areas as well as crucially identifying how the region can improve integration between all forms of transport.

Following public consultation, the Plan will be finalised by the new Mayor and Cabinet.

2. Current progress

- 2.1 Ultimately, the vision and objectives of the Transport Plan will be decided by the cabinet and mayor, so to aid writing it is assumed that the current vision of "Moving to a green, healthy, dynamic, and thriving North East" should be used as a reference point. It is assumed that any future policy vision and commitments would include the themes of environment, economy, and equality.

After the establishment of NEMCA on 7 May 2024, efforts will be made to align existing objectives with any new policy vision and commitments, to ensure a smooth transition.

2.2 Integration

- 2.3 Reflecting consistent public and stakeholder feedback, the refreshed Plan will outline a picture of deeper integration between all forms of transport in the region. The Plan will identify how the region can improve integration between public transport, shared mobility and active travel networks, and the current draft suggests a focus on the following key areas:

- Planning journeys/Informing users/Supporting Customers
- Ticketing and fares
- Reach and resilience of infrastructure

- Service quality (Punctuality, cleanliness and safety)
- Connections between different transport types

Within the above structure, the Transport Plan will set out what an integrated network means for our highways system and the movement of freight, as well as integration with connectivity beyond our boundaries.

2.4 Strategies

2.5 The Plan will also reference a number of strategies that have been, or are to be, developed as ‘daughter’ documents to the Transport Plan. These are:

- Making the Right Travel Choice Strategy
- Active Travel Strategy
- Bus Service Improvement Plan (BSIP)
- Rail and Metro Strategy
- Zero Emission Vehicle (ZEV) Strategy
- Roads Strategy (to be published in the future)
- Intelligent Transport System (ITS) Strategy (to be published in the future)

2.6 Measures of success / Key Performance Indicators (KPIs)

2.7 The refreshed Transport Plan will set out performance measures / Key Performance Indicators (KPIs) aligned to the regional objectives of a healthier North East, Inclusive Growth and Better Environment. These will support TNE’s current strategies and be reported on an annual basis, using relatable measurements where possible.

2.8 Delivery Plan

2.9 The refreshed Transport Plan will include an accompanying 15-year delivery plan which sets out a timeline of proposed projects and interventions up to 2040.

The delivery plan will be produced as an interrelated document to the Transport Plan which increases the ability to monitor and evaluate success and adapt and update the delivery plan according to new requirements.

3. **Devolution – Funding, Powers and Partnerships**

3.1 The North East devolution deal conveys a wide range of powers and funding to the Mayoral Combined Authority including access to the City Region Sustainable Transport Settlement (CRSTS) of up to £563 million – of that up to £147m is available as new capital funds for local transport enhancements and Bus Services Improvement Plan funding. The deal also highlights the significant economic and social benefits of the Tyne and Wear Metro, and conveys new powers related to

developing a strategy for a key route network, smart ticketing and improving bus services.

It is recognised that effective partnership working will continue to be crucial in delivering the objectives of our Plan, especially for longer-distance links reaching beyond our region. We will continue to develop and improve partnership working with Great British Railways, National Highways (through the new Collaboration Board established in January 2024), Active Travel England and the Bus Enhanced Partnership.

With regard to bus services in particular, the Devolution Deal provides that the future mayor/cabinet of NEMCA will have access to bus franchising powers under the Transport Act 2000. The Bus Reform project has therefore been initiated to undertake analysis of different bus reform options against our regional objectives as identified in the Transport Plan and BSIP. The Plan provides the framework for the new Mayor to make use of the powers available to them, in order to deliver the aspirations they will be setting out for our transport network.

Further devolution measures, including the recently announced 'Trailblazer' deal, will follow and future iterations of the Transport Plan should reflect the new opportunities that become available through wider powers and funding, as well as technological developments. Funding is expected to be uplifted as result of the diversion of funds from the cancelled HS2 Northern leg proposition with the potential second CRSTS settlement of up to £1.8bn covering the period 2027-32. The Plan may also identify areas where improvements cannot be delivered without extra powers or funding.

In summary, the powers, partnerships and funding that will be in place after May will act as key enablers to the delivery of the Plan.

4. Next Steps and Timetable for Implementation

4.1 A two-stage project management process will be used to successfully deliver the refreshed Transport Plan:

- Stage 1 (to summer 2024) – the development of the refreshed draft Plan to be presented to the Mayor and Cabinet for comment in summer 2024.
- Stage 2 – (to winter of 2024-25) – to work through the draft Plan with the Mayor from the summer onwards and launch a 12-week public consultation later in 2024, subject to Mayoral approval, with the aim of publishing the refreshed Plan in the winter of 2024-25.

5. Potential Impact on Objectives

5.1 Growth in public transport patronage through improved services will assist in making the case for new investment, which will in turn support economic growth,

contributing to the Strategic Economic Plan aspiration for more and better jobs. More usage of public transport and active travel modes is also essential to help the region meet its Net Zero and carbon-neutral objectives, and to support improvements in public health.

6. Financial and Other Resources Implications

- 6.1 This report is for information only and there are no direct financial, human resources or ICT implications at this stage. The Transport Plan refresh is being undertaken using existing Transport North East resources.

7. Legal Implications

- 7.1 This report is for information only and there are no specific legal implications at this stage.

8. Key Risks

- 8.1 The key risk is that of the Transport Plan not fully reflecting the region's aspirations for an improved transport system. This will be addressed through comprehensive engagement with the Mayor and their Cabinet, as well as with key stakeholders and through the formal public consultation planned for later in 2024.

9. Equality and Diversity

- 9.1 A significant proportion of the region's population do not own a car. A comprehensive and affordable public transport, walking and cycling network is essential for their quality of life and to enable them to access key services.

10. Crime and Disorder

- 10.1 There are no specific crime and disorder implications arising from the proposals in this report.

11. Consultation/Engagement

- 11.1 Stakeholder consultation has taken place in developing the Plan. Once the draft Plan is agreed, it will be subject to appropriate public consultation.

12. Other Impact of the Proposals

12.1 Environmental

Achieving a shift from fossil fuel powered car and lorry/van journeys to more sustainable travel modes is essential to help the region improve air quality and achieve its goal for carbon neutrality.

13. **Appendices**

13.1 None.

14. **Background Papers**

14.1 Making the right travel choice (2022) [transportnortheast.gov.uk//Making-The-Right-Travel-Choice_Strategy.pdf](https://transportnortheast.gov.uk/Making-The-Right-Travel-Choice_Strategy.pdf)

North East Active Travel Strategy (2023)
<https://www.transportnortheast.gov.uk/Active-Travel-Strategy.pdf>

North East Bus Service Improvement Plan (2023) [TNE-BSIP-Refresh-.pdf](https://transportnortheast.gov.uk/TNE-BSIP-Refresh-.pdf)
(transportnortheast.gov.uk)

North East Rail and Metro Strategy (2022) transportnortheast.gov.uk/North-East-Rail-and-Metro-Strategy.pdf

North East Zero Emission Vehicle Strategy (2023) [TNE-ZEV-Strategy.pdf](https://transportnortheast.gov.uk/TNE-ZEV-Strategy.pdf)
(transportnortheast.gov.uk)

15. **Contact Officers**

15.1 Tobyn Hughes, Managing Director, Transport North East
Tobyn.hughes@nexus.org.uk

16. **Sign off**

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

17. **Glossary**

N/A.

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North East Joint Transport Committee Overview and Scrutiny Committee

Date: 28 March 2024

Subject: BSIP Partnership Update

Report of: Managing Director, Transport North East

Executive Summary

A year on from the introduction of the North East Enhanced Partnership the following interventions have been delivered:

- Cheaper fares for those ages 21 and under through £1 singles and £3 multi-modal day tickets.
- New or cheaper adult day tickets that cover all bus operators, Tyne & Wear Metro and the Shields Ferry.
- Free travel cards provided to those ages 18-25 who have left local authority care.
- Bus services supported and enhanced across the region. Several other enhancements are still in development and will be delivered over the next year.
- Investment in Bus Priority infrastructure and upgrades to traffic signals through the Intelligent Transport Systems (ITS) programme.

Guiding Principles for Scrutiny Members

The below are the key guiding principles to support the Overview and Scrutiny Committee Members in reading the report in advance of the meeting to:

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 - Promote effective discussion and consider the information in the report.
1. The impact the matter has on individuals in the community and across the JTC area.
 2. Focus on the efficiency and effectiveness of the proposals, next steps and any potential changes.
 3. Consideration of any risks that may occur.
 4. Scrutiny focusing on any performance management or quality assurance.

Recommendations

The North East Joint Transport Committee Overview and Scrutiny Committee is recommended to note the contents of this report.

1. Background Information

1.1 The North East's Enhanced Partnership (EP) was made by the Joint Transport Committee (JTC) in March 2023 following the initial publication of the region's Bus Service Improvement Plan (BSIP) in October 2021. The BSIP has since been refreshed in 2022 and 2023 to re-confirm the region's ambitions for bus, such as making buses cheaper, more reliable, improving journey times and enhancing the network. These are all with the aim of reversing the decline in bus patronage and increasing bus modal share.

1.2 The BSIP and EP programme of interventions was successful in being awarded £163.5m in funding to support the delivery of the interventions to support our ambitions, and funding was released to the JTC in March 2023.

Partnership activities

1.3 The BSIP funding has been able to support and start to enhance the region's bus network over the last year, our delivery partners in Northumberland County Council, Nexus and Durham County Council are continuing to work with bus operators to identify other routes and areas that could further be enhanced by BSIP funding.

1.4 The following service enhancements have taken place in Northumberland to date:

| Service Number | Operator | Enhancement |
|-------------------|---------------|--|
| 1, X7/X8/X9 | Arriva | Later evening journeys |
| 43 | Arriva | More frequent services throughout the day |
| 44 | Arriva | Extra services in morning and afternoons |
| 57/57A, 682, 689, | Arriva | More frequent services throughout the day |
| 418 | Borders Buses | Introduction of Sunday services and co-ordinating with X18 to provide two-hourly service |
| 434 | Arriva | New hourly all day service and connects with new Northumberland Line train service at Bedlington |
| 777 | Arriva | New services provide improved connectivity between the Airport and Northumberland |
| B1 | Borders Buses | More frequent services throughout the day |

| | | |
|---------|------------|--|
| X14/X16 | Arriva | More frequent services throughout the day |
| X18 | Arriva | Extra services in morning and evening journeys |
| X74 | Peter Hogg | More frequent services throughout the day |

There are further enhancements scheduled from the end of March on the 415, 460, 471, 684, and 685 services.

- 1.5 The following service enhancements have taken place in Tyne & Wear by Nexus to date:

| Service Number | Operator | Enhancement |
|-----------------------|-------------------------|--|
| 787 | Stagecoach | New night bus from Newcastle to the airport during hours when the Metro isn't running |
| 35 | Stagecoach | New route running every 30 minutes and covers Osbourne Road, it will also run on evenings and Sundays |
| 653 | Gateshead Central Taxis | New service between Wallsend Metro via Prospect Avenue and Walkergate to the Freeman Hospital. Replacing services cut in 2023. |
| 50 | Go North East | New early morning services to align with shift patterns at Nissan |
| 93/94 | Go North East | Frequency enhancements and extended running hours |

Nexus are working with operators to review driver capacity to see what further enhancement can be made over the coming months.

- 1.6 The following service enhancements have taken place in County Durham to date:

| Service Number | Operator | Enhancement |
|---------------------------------------|-----------------|--|
| 6, 43, 48, X75 | Arriva | Supported following commercial cancellations |
| 6, 8, 28/29, 34, 78, 201, V5, 6A, X15 | Go North East | |

| | | |
|--|-------------------|---|
| 30/31 | Stanley Travel | |
| 58 | Arriva | |
| 71 | Gateshead Central | |
| 84, 725 | Weardale | |
| 889 | JH Coaches | |
| Various school and already tendered services | Various | |
| X20 | Go North East | More frequent services throughout the day |

There are further enhancements proposed in the coming months with more interventions to enhance or implement additional services to the network including to the pre-existing Demand Rapid Transport scheme and Park and Ride services.

- 1.7 The care-experienced travel passes, a Pop card loaded with a year pass to cover all public transport, have now been rolled out across the region. The initial trial funded through the NHS in Newcastle and Gateshead has been expanded across all 7 Local Authority areas using BSIP funding and will continue to be refreshed every year until the end of the BSIP funding, March 2025, to support those young people by providing a free way to travel to education, training and work.

£1 fare performance update

- 1.8 The 21 & Under £1 single ticket was introduced in May 2023 and was followed by the introduction of a £3 day ticket in September 2023. In February 2024, total journeys made using the 21 & Under products surpassed 10,000,000.
- 1.9 Sales of 21 & Under products peaked in September 2023 with over 1.2m trips made using these products which is in line with initial modelling. Total trips declined in October and November due to Go North East industrial action; however, encouraging growth has been experienced following the resumption of services with over 1.1m trips made in January 2024. Given the impact of seasonality in this period, sales figures in the coming months are forecast to surpass the peak from September 2023.
- 1.10 It is approximated from the inception of the scheme until the end of February 2024, that £7.9m has been saved by young people travelling in the region through the reduction in ticket pricing.

Adult Day tickets performance update

- 1.11 In November 2023 the following products were introduced allowing multi-operator, multi-modal travel across the region for a capped day ticket price:
- Durham Day Rover (£4)
 - Northumberland Day Rover (£5)
 - Tyne & Wear Day Rover (£6)
 - TNE Day Saver (£6.80)
- 1.12 In the first 3 months of the scheme (until the end of January 2024) approximately 385,000 trips have been undertaken using the various products.
- 1.13 As awareness of these ticket types has increased through a targeted marketing campaign, significant growth has been experienced in the uptake of these products. Between period 1 to period 3, 215% growth was experienced in the total journeys undertaken on BSIP adult day tickets.

Bus Priority and ITS update

- 1.14 Some of the proposed capital investments include extensive bus priority measures on roads and at junctions to speed buses up. A series of corridor-based bus priority improvement schemes which focus on improving bus reliability on high passenger demand routes across the region was approved at JTC in July 2023 totalling £20.250m. A further £13.040m was approved for the continued roll out of Intelligent Transport Systems (ITS).
- 1.15 At the JTC in March 2024 the remaining £40.468m of BSIP Capital Funding was allocated to the following:
- Bus priority infrastructure (£20.95m)
(£960,000 of this budget was allocated to expedite the works on Lambton Street in Gateshead Town Centre in conjunction with Tyne Bridge works mitigation)
 - Strategic park and ride (£10m)
 - Pocket park and ride (£3m)
 - Safe and Accessible Stops and Stations (£5m)
 - Smart Ticketing (Pop 2.0) (£1.22m)
 - Passenger Information (£0.298m)
- 1.16 There is an ongoing development of a programme of works and business cases for these capital schemes. Scheme promoters are currently firming up their individual project assurance statements that are required to unlock funding.

2. Proposals

- 2.1 The committee is recommended to note the contents of this report.

3. Reasons for the Proposals

3.1 This report is intended to inform the committee of developments to bus sector funding, activities of the partnership and of performance of the 21 and under fares.

4. Alternative Options Available

4.1 None.

5. Next Steps and Timetable for Implementation

5.1 The partnership will continue to progress schemes planned for in the BSIP and EP. The North East Regional Partnership Board will provide a forum for discussion for these initiatives and the JTC will be informed and asked for approval as each proposal comes forward.

6. Potential Impact on Objectives

6.1 Working towards our BSIP KPIs will also help us to deliver the objectives of the North East Transport Plan. In particular, by supporting a green recovery through the provision of an attractive form of sustainable transport.

7. Financial and Other Resources Implications

7.1 None.

8. Legal Implications

8.1 None.

9. Key Risks

9.1 None.

10. Equality and Diversity

10.1 None.

11. Crime and Disorder

11.1 None.

12. Consultation/Engagement

12.1 In the production of the BSIP, detailed consultation was undertaken with partners, stakeholders and the public, as reported to JTC on 21 September 2021. Close collaboration has also been ongoing with partners in the development of the EP and BSIP.

13. Other Impact of the Proposals

13.1 None.

14. Appendices

14.1 None.

15. Background Papers

15.1 North East Bus Service Improvement Plan: [TNE-BSIP_FINAL.pdf](#)
(transportnortheast.gov.uk)

Bus Back Better – The National Bus Strategy: [Bus Back Better](#)
(publishing.service.gov.uk)

The National Bus Strategy Delivering Bus Service Improvement Plans using an Enhanced Partnership Guidance: [The bus services act 2017: enhanced partnerships](#) (publishing.service.gov.uk)

JTC Report – Vision for Buses (item 9): [\(Public Pack\) Agenda Document for North East Joint Transport Committee, 13/07/2021 14:30](#) (northeastca.gov.uk)

JTC Report – Bus Partnerships (items 9 and 10): [\(Public Pack\) Agenda Document for North East Joint Transport Committee, 15/06/2021 14:30](#) (northeastca.gov.uk)

Bus Service Improvement Plan outline resourcing form (the content of this document is exempt from publication pursuant to paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972).

16. Contact Officers

16.1 Heather Jones, Head of Enhanced Partnerships
E-mail: heather.jones@transportnortheast.gov.uk
Tel: 07962 867 407

17. Sign off

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

18. Glossary

BRG – Bus Recovery Grant
BSIP – Bus Service Improvement Plan
BSOG – Bus Service Operators Grant
DfT – Department for Transport
EP – Enhanced Partnership
JTC – Joint Transport Committee
LTA – Local Transport Authority