



Joint Transport Committee Overview and Scrutiny Committee

Thursday, 14th October, 2021 at 10.00 am

Meeting to be held in the Bridges Room, Gateshead Civic Centre, Regent Street, Gateshead, NE8 1HH

AGENDA

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| 2. Declarations of Interest | |
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JOINT TRANSPORT COMMITTEE, OVERVIEW AND SCRUTINY COMMITTEE

DRAFT MINUTES FOR APPROVAL

Thursday 25 March 2021, 10am

Meeting held virtually via Microsoft Teams

Present:

- D Taylor-Gooby – Chair
- A Clark – Vice Chair
- A Graham – Transport North East
- D Wafer – Durham County Council
- E Goodman - NECA
- G Armstrong – NECA
- M Barker - Gateshead Council
- M Kearney - Nexus
- M Kearney - Nexus
- P Meikle – Transport North East
- T Hughes – Transport North East
- M Mallam-Churchill – Gateshead Council (Minutes)

Councillors:

- Cllr A Ellison – South Tyneside Council
- Cllr D MacKnight – Sunderland City Council
- Cllr G Roughead – Northumberland County Council
- Cllr O Avery – Newcastle City Council
- Cllr R Glindon – North Tyneside Council
- Cllr S Graham – North Tyneside Council

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from the following:

- Cllr A Batey – Durham County Council

- Cllr I Patterson – Gateshead Council
- Cllr M Clarke – Durham County Council
- Cllr R Crute – Durham County Council
- Cllr R Manchester – Durham County Council

2. DECLARATIONS OF INTEREST

RESOLVED:

- (i) There were no declarations of interest.

3. MINUTES OF THE PREVIOUS MEETING HELD ON 17 December 2020

Ahead of reviewing the minutes Cllr Roughead noted their name had been misspelled in the previous minutes; this was noted for correction.

RESOLVED:

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

4. COVID-19 TRANSPORT RESPONSE AND RECOVERY

The Committee received a report providing an update to transport patronage in the North East during the Covid-19 pandemic.

It was highlighted that ridership across transport services has been heavily impacted by the pandemic; from the report the Committee were then provided with more detail on each transport provider from Metro, Bus and Local Rail services.

It was reported that positive discussions have taken place with the DfT to provide financial support for services from 21st June 2021. It was also noted that there has been an increase in patronage since schools have reopened and that it is hoped this increase will continue up to the reopening of non-essential retail from 12th April 2021. The Committee were also advised that the Metro will resume its full timetable from 11th April 2021.

A discussion took place on the use of green energy for public transport services; officers advised that there is a desire to ensure electric battery manufacturing is increased to grow the number of electric buses on the road. It was also stated that by October 2021 a Bus Improvement Plan will be developed.

A comment was made suggesting that local transport providers should enter into an enhanced partnership scheme to qualify for additional funding. The Committee were advised that such partnerships are not without their challenges; examples of which can be researched in Hertfordshire.

Appended to the report was the latest data comparing current levels of bus, Metro and road traffic with pre-pandemic levels.

RESOLVED:

- (i) The Committee noted the information presented within the report.

5. TRANSPORT REVENUE BUDGET MONITORING REPORT

The Committee received a report for information that was considered by the Joint Transport Committee on 16th March 2021.

It was noted that the report appended had not been changed significantly since the version that was drafted in January 2021.

A question was asked regarding the projected outturn for 2020/21 budget overspend of £124,000 and the correlation of this with bus shelters. Officers advised that they would provide a more substantive response to this query in due course.

The Committee noted that expenditure on passenger transport information is high in Durham; it was stated that this was due to the size of the network in Durham and its population density in comparison to other areas such as Northumberland.

RESOLVED:

- (i) The Committee noted the contents of the report.

6. THE NORTH EAST TRANSPORT PLAN CONSULTATION AND FEEDBACK

The Committee were advised that following public consultation on the draft North East Transport Plan work has been undertaken to analyse responses that have been received. It was highlighted that an updated Plan has now been formally published on the Transport North East website following it being approved by the Joint Transport Committee on 15 March 2021.

A comment was made noting that the consultation had been valuable as part of the development of the Plan. Officers also advised that plans are being made to make more bus services electric such as the one that currently runs from Newcastle City Centre to Saltwell Park.

It was confirmed as part of discussions that there is no formal requirement for the Plan to be submitted to Central Government.

RESOLVED:

- (i) The Committee noted the report and acknowledged that the North East Transport Plan had been agreed by the JTC and subsequently published.

7. JOINT TRANSPORT COMMITTEE FORWARD PLAN AND SCRUTINY WORK PROGRAMME

The Committee received a report and presentation on the suggested Joint Transport Committee Forward Plan and Scrutiny Work Programme for 2020/21.

It was highlighted from the report that the Transport Plan objectives and policy statements can provide structure to the OSC's Work Programme over the next few years. It was also reported that the work group that was established had discussed an approach to structuring future meetings which involved receiving and debating an overview on progress being made on the Transport Plan.

The Committee requested that an annual report be written on the matters addressed and considered by the OSC. It was also requested that officers provide a report on the cost of travel as a potential barrier to residents using public transport.

RESOLVED:

- (i) The Committee noted the Work Programme.

North East Joint Transport Committee Overview and Scrutiny Committee

Date: 14 October 2021

Subject: Transport Budget 2022/23 and Medium-Term Financial Strategy

Report of: Chief Finance Officer

Executive Summary

On 21 September 2021, the North East Joint Transport Committee (JTC) received a report setting out the process and timetable for the approval of the levies and other budgets relating to the JTC and setting out the context and initial strategy for the development of proposals for these budgets in 2022/23 and future years. This report provides a full copy of the JTC report for discussion as part of the consultation process at Appendix 1.

The budget proposals will be further developed and consulted upon in the coming months, and decisions on the levies and other aspects of the Transport Budget will be taken by the JTC on 18 January 2022.

The report sets out that Nexus revenue budget has and continues to be significantly impacted by the Covid-19 pandemic. Based on current and forecast patronage, the removal of emergency support from April 2022 results in a forecast deficit of £19.2m in 2022/23, rising to £19.8m in 2023/24 if no further government support is forthcoming and the Tyne and Wear levy was maintained at the current level of £61.1m.

In order to deliver the ambitions set by the Joint Transport Committee as set out in the Transport Plan, growth is needed in the Transport North East (TNE) budget to supplement existing contributions from the Local Transport Plan Integrated Transport block and the Transport Levies, which currently total £0.687m.

The report sets out that in order to set a break-even budget on the Tyne Tunnels, it is likely that an inflationary increase will be required to the toll for Class 3 vehicles (HGVs) in 2022/23. A report will be presented to the Tyne and Wear Sub Committee in January 2022 recommending this increase if the Retail Price Index is sufficient to trigger it. An increase in Class 2 vehicles is not anticipated in the next financial year.

Finally the JTC report recommends that funding for the Urban Traffic Management Control (UTMC) centre is maintained at the same level as the current year, pending a longer-term funding package being agreed which will enable the centre to support the region's

Intelligent Transport Systems (ITS) capital investment taking place as part of Transforming Cities Fund and other programmes.

This report supports the development of the Transport Budget Proposals 2022/23, which will be presented to the meeting of the JTC on 16 November 2021 and which will be subject to further consideration by this committee on 16 December 2021.

Recommendations

The Overview and Scrutiny Committee is recommended to note the report and make any observations or recommendations on the content, which will be considered by the JTC at its meeting on 16 November 2021, alongside the more detailed Transport Budget Proposals 2022/23.

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

1. Background Information and current context

- 1.1 At its meeting 21 September 2021, the North East Joint Transport Committee (JTC) received a report setting out the context and initial strategy for the development of proposals for the Transport budgets and levies in 2022/23 and future years. The budget proposals will be further developed and consulted upon in the coming months, and decisions on the levies and other aspects of the Transport budget will be taken by the JTC on 18 January 2022.
- 1.2 This report is attached as Appendix 1. The Overview and Scrutiny Committee is invited to provide comment and make any recommendations to the JTC which will be taken into account in developing the detailed proposals for the Transport Budget 2022/23.

2. Proposals

- 2.1 The report presented to the 21 September 2021 meeting of the JTC is attached at Appendix 1 to this report.
- 2.2 The report demonstrates that the financial outlook for Nexus remains extremely challenging as a result of the impact of the Covid-19 pandemic, primarily through the effect on Metro fare revenue. The planned removal of emergency support by government from April 2022 would result in a forecast deficit of £19.2m in 2022/23 rising to £19.8m in 2023/24.
- 2.3 In order to deliver the ambitions set by the Joint Transport Committee as set out in the Transport Plan, growth is needed in the Transport North East (TNE) budget to supplement existing contributions from the Local Transport Plan Integrated Transport block and the Transport Levies.
- 2.4 In order to set a break-even budget on the Tyne Tunnels, it is likely that an inflationary increase will be required to the toll for Class 3 vehicles (HGVs) in 2022/23. A report will be presented to the Tyne and Wear Sub Committee in January 2022 recommending this increase if the Retail Price Index is sufficient to trigger it. An increase in Class 2 vehicles is not anticipated in the next financial year.
- 2.5 Finally the JTC report recommends that funding for the Urban Traffic Management Control (UTMC) centre is maintained at the same level as the current year, pending a longer-term funding package being agreed which will enable the centre to support the region's Intelligent Transport Systems (ITS) capital investment taking place as part of Transforming Cities Fund and other programmes.

3. Reasons for the Proposals

- 3.1 The information in this report is provided to the Committee as part of the consultation process on the budget, as set out in the NECA Constitution (in its role as Accountable Body for the JTC). The Committee is invited to provide comment and make any recommendations to the JTC which will be taken into account in developing the Transport Budget 2022/23, to be presented to the meeting of the Joint Transport Committee on 16 November 2021 and which will be subject to

further consideration by this committee on 16 December 2021.

4. Alternative Options Available

4.1 This report is presented for information and comment.

5. Next Steps and Timetable for Implementation

5.1 The JTC will receive a report to its meeting on 16 November 2021 providing draft Transport Budget Proposals 2022/23 and feedback from this meeting of the Overview and Scrutiny Committee.

5.2 There will be a further meeting of the JTC Overview and Scrutiny Committee on 16 December 2021 to consider the Transport Budget Proposals 2022/23 as part of the consultation process, with a view to recommending the budget for formal approval at the JTC meeting on 18 January 2021.

6. Potential Impact on Objectives

6.1 The Transport Budget Proposals 2022/23 will seek to achieve the Transport policy objectives of the JTC.

7. Financial and Other Resources Implications

7.1 Financial and other resources implications are set out in the report attached at Appendix 1.

8. Legal Implications

8.1 There are no legal implications arising directly from the recommendations in this report. The Transport budget and levies must be agreed unanimously by the JTC once finalised.

9. Key Risks

9.1 Appropriate risk management arrangements are put in place in each budget area by the delivery agencies responsible. Reserves are maintained to help manage financial risk to the authority.

10. Equality and Diversity

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

11. Crime and Disorder

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

12. Consultation/Engagement

12.1 This report forms part of the consultation on the 2022/23 budget proposals, as set out in the NECA Constitution (in its role as Accountable Body for the JTC).

13. Other Impact of the Proposals

13.1 There are no other impacts arising from this report.

14. Appendices

14.1 Appendix 1: JTC Report 21 September 2021 – Transport Budget 2022/23 and Medium-Term Financial Strategy

15. Background Papers

15.1 JTC Budget 2021/22, ([Public Pack](#))[Agenda Document for North East Joint Transport Committee, 19/01/2021 14:30 \(northeastca.gov.uk\)](#)

16. Contact Officers

16.1 Eleanor Goodman, NECA Finance Manager,
Eleanor.goodman@northeastca.gov.uk, 0191 433 3860

17. Sign off

- 17.1
- The Proper Officer for Transport
 - Head of Paid Service:
 - Monitoring Officer:
 - Chief Finance Officer:

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North East Joint Transport Committee

Date: 21 September 2021

Subject: Transport Budget 2022/23 and Medium Term Financial Strategy

Report of: Chief Finance Officer

Executive Summary

This report summarises the process and timetable for the approval of the levies and other budgets relating to the Joint Transport Committee (JTC) and sets out the context and initial strategy for the development of proposals for these budgets in 2022/23 and future years.

The budget proposals will be further developed and consulted upon in the coming months, and decisions on the levies and other aspects of the Transport Budget will be taken by the JTC on 18 January 2022. Decisions on the Tyne Tunnels tolls will be taken by the Tyne and Wear Sub Committee (TWSC) on 13 January 2022.

Proposals for the Durham and Northumberland levies will be driven by the Transport budgets for these authorities which are being prepared in tandem. The Tyne and Wear levy is largely determined by the grant required by Nexus, with £2.1m currently retained to fund costs relating to the former Tyne and Wear Integrated Transport Authority and contributions to the Transport North East team.

The Nexus revenue budget has and continues to be significantly impacted by the Covid-19 pandemic. Based on current and forecast patronage, the removal of emergency support from April 2022 results in a forecast deficit of £19.2m in 2022/23, rising to £19.8m in 2023/24 if no further government support is forthcoming and the Tyne and Wear levy was maintained at the current level of £61.1m. Note that Nexus is currently revising its budget estimates and that this forecast is largely based on the medium term forecast presented to the JTC in January 2021.

In order to deliver the ambitions set by the Joint Transport Committee as set out in the Transport Plan, growth is needed in the Transport North East budget to supplement the existing contributions from the Local Transport Plan Integrated Transport Block and the Transport Levies, which currently total £0.687m.

Wherever possible this will be funded from external grants awarded, but there is a need for certainty to aid future planning and so additional contributions from the constituent councils will need to be considered. Should budgets have to be maintained at the current level, this would mean a prioritising and rescheduling of work required to enable it to be delivered

within existing resources, which main mean missing out on competitive grant funding bids and a failure to deliver on the aspiration of the JTC.

In order to set a break-even budget on the Tyne Tunnels, it is likely that an inflationary increase will be required to the toll for Class 3 vehicles (HGVs) in 2022/23. A report will be presented to the Tyne and Wear Sub Committee in January 2022 recommending this increase if the Retail Price Index is sufficient to trigger it. An increase in Class 2 vehicles is not anticipated in the next financial year.

It is recommended that funding for the Urban Traffic Management Control (UTMC) centre is maintained at the same level as the current year, pending a longer-term funding package being agreed which will enable the centre to support the region's Intelligent Transport Systems (ITS) capital investment taking place as part of Transforming Cities Fund and other programmes.

This report underpins the development of the detailed Transport Budget Proposals 2022/23, which will be brought to this Committee for consideration in November

Recommendations

The North East Joint Transport Committee is recommended to receive this report for consideration and comment, which will inform the development of the Transport Budget Proposals 2022/23 report from the NECA Chief Finance Officer to the November meeting of this committee.

1. Background Information

- 1.1 The North East Joint Transport Committee receives funding from a variety of sources including the levies on Durham, Northumberland and Tyne and Wear councils, Tyne Tunnels tolls income, grant funding and interest income. This funding is used to deliver the transport objectives of the Committee through the delivery of public transport services via Durham and Northumberland Councils and Nexus, and the work of the Transport North East team, who work on behalf of the JTC to provide it with relevant information and policy choices and deliver its policies at a regional level.
- 1.2 In line with the Transport Levying Bodies Regulations, the transport levies must be issued by 15 February preceding the commencement of the financial year in respect of which they are to be issued.
- 1.3 This report summarises the process and timetable for the approval of the levies and other budgets relating to the Joint Transport Committee and sets out the initial strategy for these budgets in 2022/23 and future years. The proposals will be further developed and consulted upon in the coming months, and decisions on the levies and other aspects of the Transport Budget will be taken by the JTC on 18 January 2022. Decisions on the Tyne Tunnels tolls will be taken by the Tyne and Wear Sub Committee (TWSC) on 13 January 2022.

2. Proposals

Timetable and consultation

- 2.1 Appendix 1 sets out the timetable of when decisions will need to be taken to enable the Transport budget and levy decisions to be taken by the JTC on 18 January 2022. The timetable meets the need for consultation on the 2022/23 budget proposals, as set out in NECA's constitution (in its role as Accountable Body for the JTC).
- 2.2 The NECA constitution sets out the process which must be followed to ensure that appropriate and effective consultation takes place with all members and other stakeholders on the content of the budget
- 2.3 The initial high-level draft budget proposals for 2022/23 contained in this report will be developed further and subject to consultation with the JTC Overview and Scrutiny Committee on 14 October, with updated detailed proposals being brought back to the JTC on 16 November.
- 2.4 Detailed proposals will be referred back to the JTC Overview and Scrutiny Committee on 16 December.
- 2.5 Taking into account the outcome of this consultation, final proposals in relation to the Transport budget and levies will be considered at the JTC on 18 January 2022.

Transport Levies

2.6 Budget proposals for Durham County Council and Northumberland County Council are being worked up by those authorities, and these will drive the calculation of the levies and the Transport Grants for these areas for 2022/23. Draft proposals will be included in the report to the November meeting of the committee.

Population Updates – Tyne and Wear Levy Distribution

2.7 In accordance with the Transport Levying Bodies Regulations, the Tyne and Wear Levy for 2022/23 must be issued by 15 February 2022

2.8 The measure of population which must be used to apportion the Tyne and Wear Transport levy between the constituent authorities is the total resident population at the relevant date of the area of each Authority concerned (the relevant date being 20 June in the financial year which commenced prior to the levying year).

2.9 The ONS Mid-Year Population estimates (MYE) for 2020 have now been released¹. The latest estimates show population increases in each Tyne and Wear council area except Gateshead, with increases in the relative population share in Newcastle and North Tyneside. On a cash freeze basis, this would give the following apportionment for the 2022/23 levy:

| | 2021/22 Levy | 2019 Mid Year Estimate | 2020 Mid Year Estimate | Popul- ation Change | 2022/23 Levy | Levy Change | Levy Change |
|----------------|--------------------|------------------------------|------------------------------|---------------------------|--------------------|----------------|----------------|
| Tyne & Wear | £ | | | % | £ | £ | % |
| Gateshead | £10,815,502 | 202,055 | 201,950 | -0.05% | £10,761,283 | (£54,220) | -0.50% |
| Newcastle | £16,209,202 | 302,820 | 306,824 | 1.32% | £16,349,690 | £140,487 | 0.87% |
| North Tyneside | £11,129,066 | 207,913 | 208,871 | 0.46% | £11,130,081 | £1,015 | 0.01% |
| South Tyneside | £8,081,370 | 150,976 | 151,133 | 0.10% | £8,053,404 | (£27,966) | -0.35% |
| Sunderland | £14,864,859 | 277,705 | 277,846 | 0.05% | £14,805,543 | (£59,316) | -0.40% |
| Total | £61,100,000 | 1,141,469 | 1,146,624 | 0.45% | £61,100,000 | £0 | 0.00% |

Nexus

2.10 The majority of the Tyne and Wear levy (£57.8m in 2021/22 – 95%) is required to fund the revenue grant to Nexus for the delivery of transport services in the Tyne and Wear area. The grant for 2021/22 included a one-off reduction to the base grant of £59.0m, to effect the transfer of £1.2m budget relating to work on Metro and Local Rail Strategies, previously agreed by the JTC, to TNE who have

¹ [Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

coordinated the work since 1 April 2021. Nexus' budget assumptions agreed by the JTC in January 2021 assumed that the temporary reduction would not be maintained in 2022/23, with its share of the Tyne and Wear levy reverting back to £59.0m.

- 2.11 The gross Nexus budget for 2021/22 is £173.1m, with £57.8m (33%) funded from the Tyne and Wear Levy in 2021/22.
- 2.12 The impact of Covid-19 on Nexus' revenue budget has and continues to significant, with £21.9m Covid Emergency Support required to compensate for reductions in fare revenue due to low passenger numbers. £39.9m Local Rail Revenue Restart Grant (LRRRG) has been paid to Nexus from the start of the pandemic to 19 July 2021, with a further £13.2m available to 5 April 2022 and the government insisting that no further funding will be provided thereafter.
- 2.13 Local Authority Coronavirus Bus Services Support Grant (LACBSSG) and DfE funding for scholars' services has also been received, totalling £4.0m. DfE funding ended on 16 July 2021 and LACBSSG on 31 August 2021. Recovery funding will be paid to 5 April 2022 with nothing thereafter. The Ministry of Housing, Communities and Local Government (MHCLG) funding for other losses is now at an end.
- 2.14 The withdrawal of Covid-19 emergency funding has a significant impact on Nexus revenue budget for 2022/23 and 2023/24, as set out in the following table:

| Nexus Revenue Budget | 2021/22 | 2022/23 | 2023/24 |
|--------------------------------------|---------------------|----------------|----------------|
| | £m | £m | £m |
| Gross Expenditure | 173.1 | 177.3 | 180.9 |
| Income before Levy and Covid Support | (90.7) | (99.1) | (102.1) |
| | 82.4 | 78.2 | 78.8 |
| Levy | (57.8) ² | (59.0) | (59.0) |
| Deficit before Covid Support | 24.6 | 19.2 | 19.8 |
| Covid Support | (21.9) | - | - |
| Budget Deficit | 2.7 | 19.2 | 19.8 |

- 2.15 Over 90% of Nexus' fare and commercial revenue relates to Metro and Covid has impacted this part of the Nexus budget than anywhere else, leading to a clear imbalance in the scale of the challenge facing Metro as opposed to non-Metro services:

- Metro: £16.0m shortfall / saving required on a £113.6m base budget

Non-Metro: £3.2m shortfall / saving required on £63.6m base.

Non-Metro

- 2.16 Over £50m is currently allocated to supporting the bus network, mainly in reimbursement for concessionary fares, but also for the secured services network.

² There was a one-year, temporary, reduction of £1.2m in the base grant to Nexus agreed for 2021/22 to effect the transfer of funding previously agreed by the JTC for the Metro and Local Rail Studies work to TNE who have coordinated this work from 1 April 2021.

During the Covid-19 pandemic, reimbursement to bus operators for concessionary fares has been maintained at budgeted levels at the request of the JTC and central government. The statutory instrument that enabled this to take place (overriding the principle that reimbursement must be on a 'no better, no worse' basis) expires at the end of this year and government are currently considering how reimbursement will work in future. This may enable savings to be achieved in the Non-Metro budget which could be applied to help fund Metro.

- 2.17 The secured services budget requires review to determine how these services are best configured and provided.

Metro

- 2.18 The scale of the financial challenge in relation to Metro is much greater, with an estimated £16.0m deficit in 2022/23, reducing slightly to £15.9m in 2023/24. Metro has a very high fixed cost base, with only 45% of its operating budget being variable costs. Fares are high relative to other light rail systems, and have historically kept pace with inflation. Moving from 5 to 3 trains per hour (with a half-hourly service after 19:00) would only save £3.7m, i.e. not even a quarter of what is required, and would impact negatively on fare revenue creating a spiral of decline. It is not considered possible for Metro to save its way out of the situation.

Potential Options

- 2.19 It is suggested that the following options are considered:
- Option 1 – make the case for additional DfT support (and use reserves);
 - Option 2 – make the case for an increase in the levy (and use reserves);
 - Option 3 – if the levy cannot be increased, recast it so that more is used to fund Metro (and use reserves);
 - Option 4 – if the levy cannot be increased or recast, make significant savings across Metro – using reserves in their entirety in 2022/23 with significant cuts in 2023/24 or using reserves in a more measured way in 2022/23 and 2023/24 with successive rounds of cuts in both years.
- 2.20 Nexus has continued to lobby central government for continuation of support past 5 April 2022, including working with other metropolitan areas with light rail systems to make a common case. Nexus will continue to refine the estimates of the costs and deficit taking into account the latest passenger levels and will identify all options for savings within its own budgets including in relation to concessionary fares as described above. Any strategy may involve the use of reserves although this can only be a temporary solution. It is likely that an increase in the Tyne and Wear levy will be required, the scale of which will be determined by the level of other savings which can be made or funding support which can be received.

Transport North East

- 2.21 Since its creation in 2018 to support the JTC, the Transport North East (TNE) team has been working at full capacity to develop and lead delivery of a very broad and ambitious transport programme on behalf of the region.

2.22 The North East Combined Authority and North of Tyne Combined Authority together form one of the largest areas in the country by both population and geographical size. TNE acts as a strategic transport body that supports both combined authorities (via the JTC) and among the things that it does are:

- Managing large funding programmes like Transforming Cities Fund and Active Travel Fund
- Writing new funding bids, having secured £223m in the past three years
- Managing large-scale transformational projects such as the Bus Partnership Project
- Procuring and managing large scale contracts such as the Tyne Tunnels
- Developing policy and strategy largely using in-house resources, like the Transport Plan, the Vision for Buses and the Connectivity Blueprint
- Proactively managing communications to put across the JTC's policies effectively, and to promote the responsible use of transport, like the Go Smarter Go Active campaign currently running
- Producing an agenda and multiple reports for the JTC – a high profile public committee meeting – every two months, ensuring that all reports are of the highest possible standard, conform to local government procedures and regulations, and are consulted upon with key stakeholders

Maintaining strong and effective partnerships with 7 local authorities, 2 combined authorities, Nexus, the Local Enterprise Partnership, DfT, Transport for the North (TfN), Network Rail, Highways England, bus and rail operators, business groups and transport user groups, and many others.

2.23 TNE has been providing these functions very effectively, producing high quality outputs and often securing a higher share of funding than equivalent areas (for example it secured the second highest TCF settlement of any region). Despite this, the team's core funding has not changed in over seven years, when the level of output delivered was significantly smaller and the scope of activities much reduced: the current combined LA contribution to the team via the transport levies is currently £187k per annum, with an additional £500k being provided from the region's LTP funding (a top-slice of 3.6%).

2.24 This is in contrast to other geographical areas of a similar scale where benchmarking shows that equivalent functions are carried out by teams many times greater in size.

2.25 As a result the current team, some of whom are on temporary contracts because their roles are linked to specific external funding pots, is under severe pressure and will not be able to sustain the level of current output.

2.26 The choice is now either reducing the team's output significantly to match existing resources, or expanding its core funding so that the function can be adequately resourced on a stable basis.

2.27 Proposals are being worked up in detail to set out the level of expansion to core funding that would be required if this is the chosen option. Efficiencies will be taken

into account including re-structuring and the repurposing of some roles. The additional budget requirement will be met through external funding wherever available and appropriate, for example through funding which may be made available through the Bus Service Improvement Plan process, or through topslicing of grant funding made available through competitive bidding processes. However these funding sources are not currently confirmed and to provide certainty for development and recruitment, it is recommended that an increase in contributions from the constituent local authorities is agreed as part of the 2022/23 budget process. Should the region subsequently agree a devolved transport funding settlement with government, that funding could potentially be used to cover some or all additional costs.

- 2.28 Detailed options will be presented to the committee in the November budget report, taking into account the latest information about availability of DfT grant funding.

Tyne Tunnels

- 2.29 The Tyne Tunnels are accounted for as a ring-fenced account within the JTC budgets, meaning that all costs relating to the Tunnels are wholly funded from toll income received and Tyne Tunnels reserves, with no call on the levy or other government funding.
- 2.30 The JTC receives all of the toll income from the vehicle tunnels in the first instance, and payments are then made under the contract to the concessionaire, TT2 Ltd., based on traffic levels. Sums retained by the JTC meet costs associated with the Tunnels, primarily interest and principal repayments on borrowing taken out to fund the New Tyne Crossing project, and client costs associated with management of the contract with TT2.
- 2.31 Traffic levels at the Tyne Tunnels were severely impacted by the Covid-19 pandemic. The normal level of traffic pre-Covid was approximately 55,000 vehicles per day. As a result of the national lockdown, traffic levels dropped during March and April 2020 to approximately 17,000 vehicles per day which is 30% of pre-pandemic levels. This was the lowest level of traffic seen during the life of the TT2 contract. For the rest of 2020 and into early 2021, traffic levels improved to around 60/70% but were much lower than expected and toll revenue was significantly down on pre-pandemic levels. TT2 have borne the income loss, rather than the JTC, as the JTC income is protected by the nature of the Project Agreement which sees JTC take the first share of traffic income while TT2 takes its income from the additional traffic over that level. This means that TT2 takes the financial risk on a drop in traffic levels. During July and August 2021, usage has been gradually increasing and was at approximately 94% of pre-pandemic levels in August.
- 2.32 Payments to the concessionaire, TT2 Ltd., increase in line with RPI inflation with increases applied in 10p increments for the 'shadow tolls' that drive the contract payments. The financial model for the Tyne Tunnels assumes that tolls will be maintained in real terms to match the rise in contract payments to TT2 and service debt financing on the tunnels. To allow a break-even position on the Tyne Tunnels revenue account to be maintained, it is assumed that toll increases will be applied where possible in line with the Order.

- 2.33 The toll charged to users of the Tunnels can be increased in 10p increments in line with increases in RPI. The latest RPI index suggests that an increase in the tolls for Class 3 vehicles (HGVs) will be required next year (the increase would be from £3.70 to £3.90, with the last increase having come into effect in August 2020) but not for Class 2 vehicles. A recommendation in line with the latest inflation indices will be made to the Tyne and Wear Sub Committee at the appropriate time (January 2021), but it is proposed that this increase is applied when available.

Urban Traffic Management and Control (UTMC)

- 2.34 The UTMC facility was established in 2011. The system integrates data from various Intelligent Transport Systems (ITS) with the overarching aims of:
- Reducing congestion;
 - Providing Reliable Journey Times;
 - Improving Air quality; and

Providing reliable and timely information to the travelling public.

- 2.35 In March 2021, the Joint Transport Committee agreed £442,136 of funding for UTMC, through the LTP Integrated Transport Block. It is proposed that this is held at the same level for 2022/23, but that work commences to establish a longer-term funding settlement for 2023/24 onwards.
- 2.36 This is required to support capital investment in ITS assets that directly rely on the UTMC to deliver their intended benefits. Some of this investment has already taken place (e.g. through the Better Bus Area Fund, Local Sustainable Travel Fund, National Productivity Improvement Fund and Transforming Cities Fund Tranche 1). Further investment is planned in Transport Capital Schemes which have ITS elements included which also need to connect to the UTMC system to provide the intended efficiencies and control mechanisms, e.g. the Sunderland Strategic Transport Corridor Phase 2 and 3 and the planned investment of £19m as part of the Transforming Cities Fund.

3. Reasons for the Proposals

- 3.1 The NECA Constitution requires that consultation on budget proposals be undertaken at least two months prior to the budget being agreed.

4. Alternative Options Available

- 4.1 This report is for information only. The report highlights some significant budget challenges and required investments to provide capacity within the Transport North East Team. A range of potential options for balancing the budgets next year are outlined in the report for members consideration.

5. Next Steps and Timetable for Implementation

- 5.1 Financial forecasts will be updated and more detail will be presented to the JTC at its meeting in November 2021, with a view to recommending formal agreement of the budget and levies in January 2022.

6. Potential Impact on Objectives

6.1 The budget assumptions presented in this report are designed to support the achievement of the Transport policy objectives of the JTC.

7. Financial and Other Resources Implications

7.1 The financial and other resource implications are summarised in detail in the body of the report where they are known. Further details which are developed as part of the budget development and consultation process will be identified in reports to the November 2021 and January 2022 reports to the JTC.

8. Legal Implications

8.1 The JTC must ultimately approve the transport budget and levies unanimously. There are no legal implications arising from this report which is for information.

9. Key Risks

9.1 Financial risks associated with the authority's activities, and actions taken to mitigate these, will be factored into strategic risk management processes for the Joint Transport Committee.

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 associated with this report.

12. Consultation/Engagement

12.1 The NECA Constitution (in its role as accountable body for the JTC) requires that consultation on its budget proposals be undertaken at least two months prior to the budget being agreed.

13. Other Impact of the Proposals

13.1 There are no other impacts arising from these proposals.

14. Appendices

14.1 Appendix 1 – Budget Timetable 2022/23 – Joint Transport Committee

15. Background Papers

15.1 JTC Revenue Budget report January 2021 ([Public Pack](#))[Agenda Document for North East Joint Transport Committee, 19/01/2021 14:30 \(northeastca.gov.uk\)](#)

16. Contact Officers

16.1 Toby Hughes, Managing Director, Transport North East

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Eleanor Goodman, NECA Finance Manager,
Eleanor.goodman@northeastca.gov.uk, 0191 433 3860

17. Sign off

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

18. Glossary

Appendix 1: Budget Timetable 2022/23 – Joint Transport Committee

| Date | Meeting/Event | Action |
|-------------------|-----------------------------------|---|
| 21 September 2021 | JTC | Initial budget proposals in relation to JTC/Transport budgets and set out proposed timetable including consultation |
| 14 October 2021 | JTC Overview & Scrutiny Committee | Examine initial budget proposals and make any recommendations to the JTC |
| 4 November 2021 | TWSC | Consider report on the draft budget proposals with specific reference to Tyne and Wear Transport activity |
| 16 November 2021 | JTC | Consider updated draft Transport budget proposals and any feedback from JTC Overview & Scrutiny Committee |
| 30 Nov 2021 | NTCA Cabinet Meeting | Consider draft Transport budget proposals developed by JTC and implications regarding Transport Levy for constituent authorities as part of the budget consultation process |
| 14 Dec 2021 | Leadership Board | Consider the decisions and any recommendations made by the JTC and JTC Overview & Scrutiny Committee |
| 16 December 2021 | JTC Overview & Scrutiny Committee | Consider updated budget proposals as part of consultation process (if necessary) |
| 18 January 2022 | JTC | Approve Transport Revenue Budget and Transport Levies |
| 25 January 2022 | NTCA Cabinet Meeting | Formally agree to issue the Transport Levy to NTCA constituent authorities |

| | | |
|------------------|--|---|
| 1 February 2022 | Leadership Board | Leadership Board formally issue levy agreed by JTC in January. Formal agreement of non-Transport budgets and contributions |
| 15 February 2022 | Levy letters issued to constituent authorities | Date by which Transport levies must be issued in line with the Transport Levying Bodies Regulations |

Overview and Scrutiny Committee

Date: 14th October 2021

Subject: Zero Emission Vehicle Policy update

Report of: Managing Director, Transport North East

Executive Summary

The purpose of this report is to provide an update on the Zero Emission Vehicle (ZEV) policy that is being developed for the North East. The policy, which aims to develop and expand the region's Zero Emission Vehicle charging network and to increase the uptake of plug-in vehicles, is due to be published in January 2022. The policy will also investigate other clean fuel alternatives, such as hydrogen.

Recommendations

The Overview and Scrutiny Committee is asked to comment on the developing Zero Emission Vehicle Policy.

1. Background Information

- 1.1 The UK's Transport Decarbonisation Plan, published in July 2021, states that tailpipe emissions from cars and vans are responsible for almost a fifth (19%) of the UK's total domestic greenhouse gas emissions in 2019. Accordingly, the sale of new petrol and diesel cars and vans is being ended by 2030 (10 years earlier than previously planned), and from 2035 all new cars and vans must be zero emission at the tailpipe. The transition to ZEVs is therefore a central element of the government's decarbonisation strategy.
- 1.2 Anticipating this, the North East Transport Plan has identified the need to set out a ZEV policy for the North East. The policy will assist in achieving the vision of 'Moving to a green, healthy, dynamic and thriving North East.' It will also contribute to the delivery of three of the Plan's five objectives, these being:
- Carbon-neutral North East;
 - Overcome inequality and grow our economy; and,
 - Healthier north-east.

In view of the high prominence of ZEVs in the government's Decarbonisation Plan, it seems a strong possibility that further funding opportunities for charging infrastructure may emerge in the near future. Ensuring timely delivery of the ZEV policy will put the region in a sound position to take advantage of such opportunities if they arise.

2. Proposals

- 2.1 The remit of the policy is that it should:
- Set out the need and the mechanism for ensuring the delivery of an accessible and sustainable refuelling network for zero emission vehicles that encourages their uptake and meets growing demand.
 - Ensure that new ZEV infrastructure complies with all current standards as well as allowing scope for future expansion, innovation and integration with future energy scenarios.
 - Reflect the particular challenges of providing an equitable infrastructure that meets the needs of rural districts as well as urban areas where a high percentage of households do not have access to off street parking.
 - Identify the need for partnership working with local authority transport and planning departments to ensure that suitable charging infrastructure is included in any major residential or commercial development projects.
 - Outline the requirement for zero emission vehicles to be considered where appropriate in all future strategies and procurement exercises across the North East.
 - Recognise the need for the installation of infrastructure to support multiple sectors (including commercial), requiring ongoing liaison with

industry groups, private sector providers and public bodies such as Highways England.

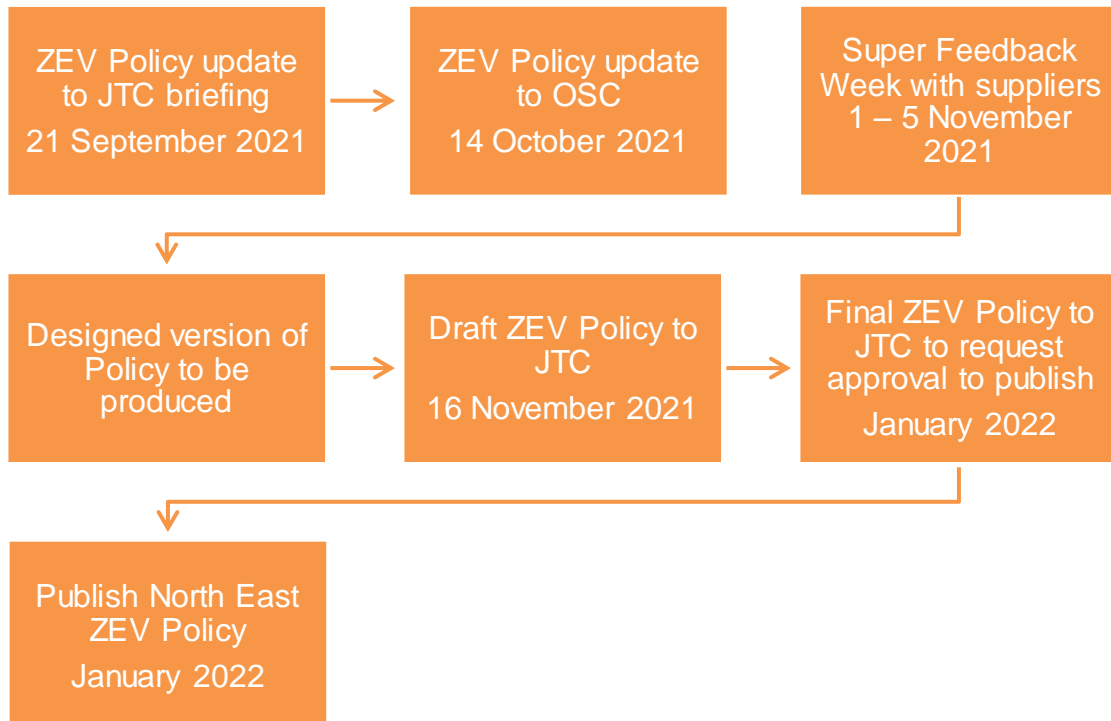
- Put the people of the North East at the heart of the policy to deliver health benefits and improve the quality of life in the area.
- Consider and set out a series of scenarios relating to future infrastructure deployment and the role which Transport North East will play and potential implications.
- Have a flexible and agnostic approach to changing future demand and the evolution of alternative fuels including hydrogen.
- Consider and investigate targets for the uptake of ZEVs in the region and peoples' ability to recharge their vehicle.

The policy's key focus will be the regional ZEV charging network for private vehicles. However, it will also support commercial zero emission vehicles, including taxis, buses, lorries, vans and trucks.

The policy will not address charging capacity or infrastructure on private premises, nor will it set out detailed proposals for residential charging infrastructure, as this falls within the remit of local Highways Authorities.

3. Key milestones

3.1 The key milestones in development of the policy are shown below.



4. Reasons for the Proposals

- 4.1 This report is for information purposes and The Overview and Scrutiny Committee is asked to comment on the developing Zero Emission Vehicle Policy.

5. Alternative Options Available

- 5.1 Not applicable to this report.

6. Next Steps and Timetable for Implementation

- 6.1 The key milestones in development of the policy are set out under section 3 above.

7. Potential Impact on Objectives

- 7.1 Successful introduction of this policy will assist in meeting the following North East Transport Plan objectives:
- Carbon-neutral North East;
 - Overcome inequality and grow our economy; and,
 - Healthier north-east.

8. Financial and Other Resources Implications

- 8.1 An external consultant specialised in this area has been appointed following a procurement process to produce the policy. External design work will also be necessary before the policy is published. The costs in each case will be met through the Transport North East budget.

9. Legal Implications

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

10. Key Risks

- 10.1 There is a risk of the government announcing additional funding for ZEVs before the policy is fully completed and approved. To mitigate this, we are working at pace to develop the policy.

11. Equality and Diversity

11.1 There are no specific equality and diversity implications arising from this report.

12. Crime and Disorder

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

13. Addressing Geographic Diversity

13.1 It is recognised that there are particular challenges in providing an equitable charging infrastructure that meets the needs of rural districts. This will be specifically addressed in the policy.

14. Climate Change/Environmental Sustainability

14.1 Encouraging a greater share of road journeys to be made by Zero Emission Vehicles will have positive benefits for the environment and contribute to the region's efforts to combat climate change.

15. Consultation/Engagement

15.1 Consultation has taken place with the North East Joint Transport Committee and there has also been engagement with LA7 authorities. External consultation will take place next month with a range of EV suppliers and stakeholders.

16. Other Impact of the Proposals

16.1 Promoting the greater use of Zero Emission Vehicles will improve air quality across the region, with positive benefits for public health.

17. Appendices

17.1 Appendix A – ZEV policy on a page.

18. Background Papers

18.1 None.

19. Contact Officers

19.1 Rachel Forsyth-Ward, Strategic Transport Adviser
rachelle.forsythward@transportnortheast.gov.uk

John Bourn, Senior Strategic Transport Planner
John.Bourn@transportnortheast.gov.uk

20. Sign off

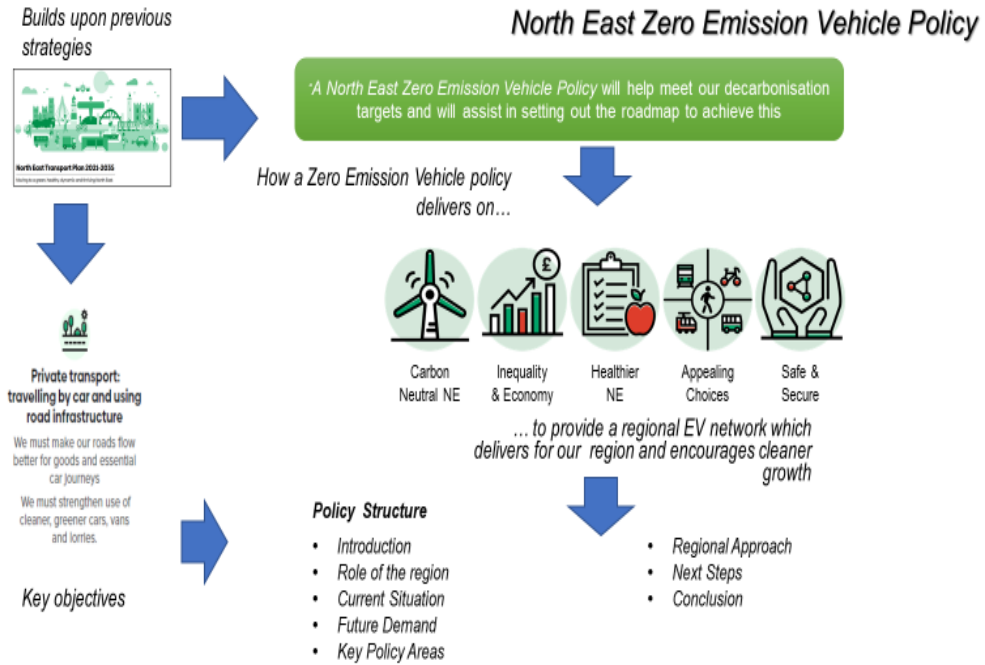
- Head of Paid Service:
- Monitoring Officer:
- Chief Finance Officer:

21. Glossary

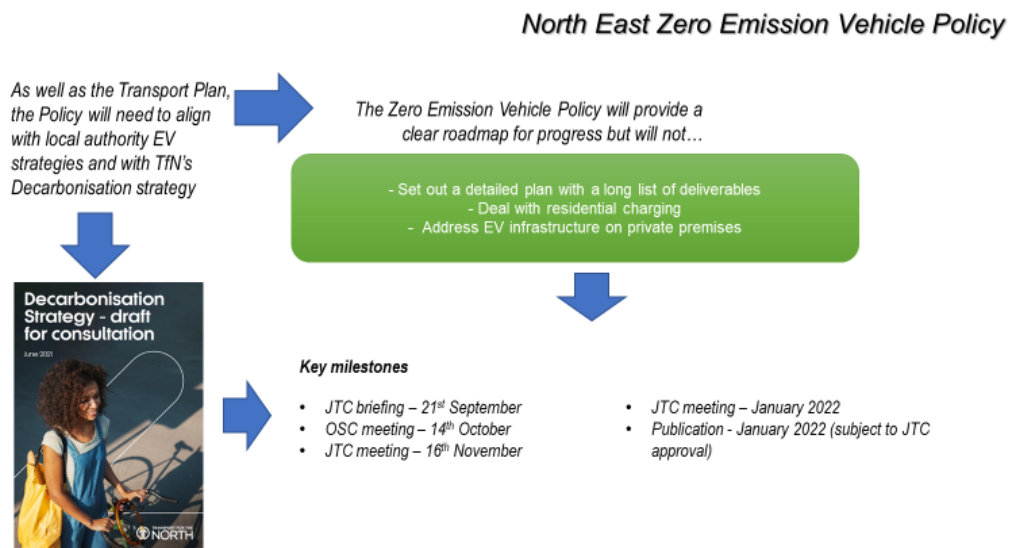
ZEV – Zero Emission Vehicle.

Overview and Scrutiny Committee

Appendix A – ZEV policy on a page



Transport North East



Transport North East

Overview and Scrutiny Committee

Date: 14th October 2021

Subject: Go Smarter, Go Active Update

Report of: Managing Director, Transport North East

Executive Summary

The Go Smarter, Go Active campaign is funded from Active Travel Fund Tranche 2 and consists of three projects:

- A suite of itineraries for fun-filled days out showcasing some of the best sights of the North East which can be reached by active travel;
- Maps of our cycling and walking network which show people how they can plan enjoyable active travel journeys around the region; and
- Regional cycling roadshow events and interactive workshops which will show people that cycling is fun and enjoyable and boost confidence.

Independent suppliers were procured to contribute to the development of the projects, all of which were delivered summer 2021.

Approximately 1,700 people attended the cycling roadshow and positive feedback has been received with 91.4% of surveyed participants stating that they will cycle more as a result of the event.

16 itineraries for days out by active travel have been produced and there have been 1,900 downloads to date.

The cycling and walking interactive maps have been launched.

Comms activity is planned for the remainder of 2021/22 to promote the cycling and walking maps and the itineraries.

Recommendations

Overview and Scrutiny Committee is asked to comment on the activities carried out so far to promote the Go Smarter, Go Active campaign, and contribute suggestions for future promotion and marketing for the remainder of the financial year.

1. Background Information

- 1.1 At their meeting in March Joint Transport Committee agreed to use £319,500 from Active Travel Fund Tranche 2 to deliver a regional active travel campaign during 2021/22.
- 1.2 The campaign, branded as Go Smarter, Go active consists of three projects:
- A suite of itineraries for fun-filled days out showcasing some of the best sights of the North East which can be reached by active travel;
 - Maps of our cycling and walking network which show people how they can plan enjoyable active travel journeys around the region; and,
 - Regional cycling roadshow events and interactive workshops which will show people that cycling is fun and enjoyable and boost confidence.
- 1.3 The following logo was created for the campaign.



- 1.4 All elements of the campaign are supported by a dedicated microsite (gosmartergoactive.co.uk) and comms and marketing activity.

2. Campaign Summary

2.1 Active travel itineraries

A series of 16 itineraries for days out by active travel were produced for the region and published in August. The guides aim to get people out and about, exploring the North East's attractions and there are a variety of different routes on offer ranging from 1 mile to 17.5 miles.

13 of the routes, either in full or in part, are suitable for wheeled pedestrians and people with pushchairs.

A supplier was procured to design the itineraries and present them in an engaging way.

The itineraries are free to download (gosmartergoactive.co.uk/travelitinerary) and there have been approximately 1,900 downloads to date.

2.2 Cycling and walking maps

Two types of new interactive cycling and walking maps have been produced for the North East:

- Interactive map with clickable hotspots, locate and search facility;
- Interactive pdf map.

Both versions of the map were developed with assistance from the local authorities

and can be used on mobile devices and printed at home.

Both versions of the map, which were produced by a procured mapping designer, enable users to move through different layers of mapping to view both on-road and traffic free cycle routes, spanning Durham, Northumberland and Tyne and Wear.

The interactive map also offers the additional functionality of identifying the user's location (available on devices with GPS function), locating hospitals, libraries, public transport stations and interchanges and searching by postcode or place.

The cycling and walking maps are available on the Go Smarter, Go Active microsite gosmartergoactive.co.uk/cycling-and-walking

2.3 Cycling Roadshow

The cycling roadshow ran for seven weeks (one week in each local authority) from 19 July – 5 September 2021 and approx. 1,700 people took part.

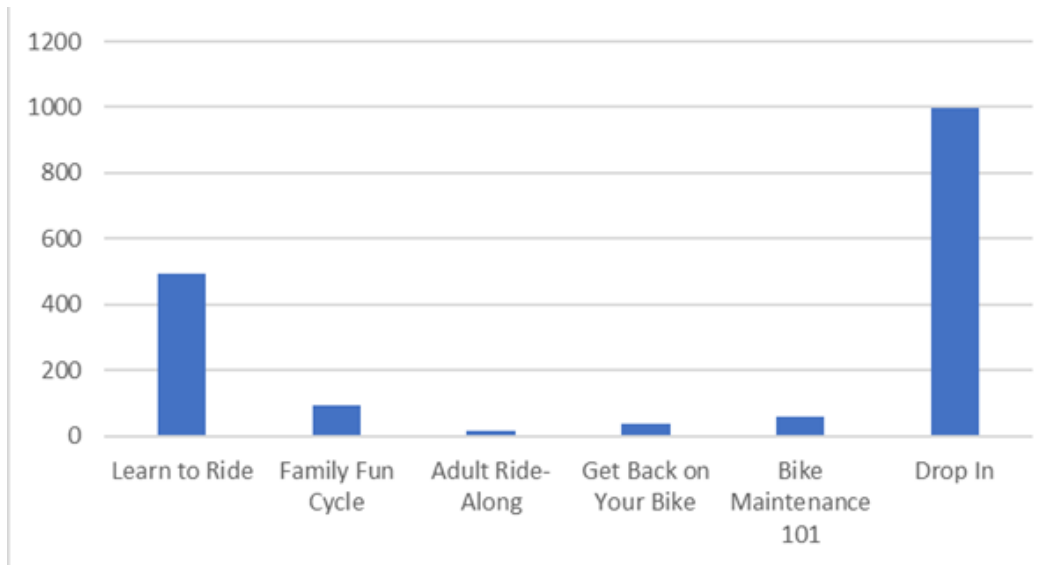
An independent events company was appointed to organise the events and oversee the day to day running and a supplier was procured to deliver the cycle training sessions.

The roadshows, which aimed to get more people cycling, consisted of a range of free bookable and drop-in sessions for children and adults. See Appendix A for a full list of sessions.

Sessions could be booked either online or via the phone and the number of attendees at each session was restricted to ensure events were Covid secure.

Demand for the children's learn to ride sessions (age 5+) was very high and they had the greatest uptake (see figure 1). All learn to ride sessions were fully booked and the additional slots which were released to cater for demand sold out within an hour. Adult participation in the get back on your bike and ride along sessions was relatively low.

Figure 1: Participation in roadshow sessions



Positive feedback has been received from attendees with 93.76% of respondents rating their experience as very good or good. We also received a number of thank you emails and messages from participants (see Appendix B) and 91.4% of participants surveyed stated that they will cycle more as a result of the event.

Figure 2: Images of people taking part in the roadshows



2.4 Supporting comms and marketing activity

A dedicated Go Smarter, Go Active website (gosmartergoactive.co.uk) and social media channels were set up to promote the campaign. Newspaper and radio advertising was also used to increase awareness of activities.

Blogger, North East Family Fun, was appointed to promote the campaign activities. Their blog on the cycling and walking maps and itineraries received over 35,200 views and there were almost 4,000 engagements on their social media post.

Further comms and marketing activity is planned for the remainder of the financial year to promote the itineraries and cycling and walking maps.

3. Reasons for the Proposals

- 3.1 Members are requested to note that Go Smarter, Go Active projects were delivered summer 2021 and further promotion of the itineraries and cycling and walking maps is planned for the rest of the financial year. Members are asked to comment on the activities carried out to promote the Go Smarter, Go Active campaign, and contribute suggestions for future promotion and marketing for the remainder of the financial year.

4. Alternative Options Available

- 4.1 This report is for information only.

5. Next Steps and Timetable for Implementation

- 5.1 The campaign will be evaluated by Transport North East and lessons learned will be recorded.

Go Smarter, Go Active comms and marketing activity will be scheduled for the rest of the 2021/22 financial year. Activity will be focused around school holiday periods.

6. Potential Impact on Objectives

7. The project will assist in meeting all five North East Transport Plan objectives and contribute to the vision of 'Moving to a green, healthy, dynamic and thriving North East.'

8. Financial and Other Resources Implications

- 8.1 £319,500 from the Active Travel Fund was allocated to the Go Smarter, Go Active campaign. All activities delivered to date are within budget.

9. Legal Implications

- 9.1 There are no known legal implications of the campaign.

10. Key Risks

- 10.1 The three projects have now been delivered. Risks were managed to ensure that timescales were met. Measures were put in place to ensure that the cycling roadshow was Covid secure and all events went ahead as planned.

11. Equality and Diversity

- 11.1 All elements of the Go Smarter, Go Active campaign are available free of charge. All sessions during the cycling roadshow were free in order to ensure that they are accessible to everyone.

12. Crime and Disorder

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

13. Consultation/Engagement

13.1 North East Joint Transport Committee received updates on the campaign. The local authorities were involved in the creation of the cycling and walking maps, the development of routes for the itineraries and the identification of venues for the roadshow.

14. Other Impact of the Proposals

14.1 No specific impacts.

15. Appendices

15.1 Appendix A – Go Smarter, Go Active roadshow sessions

Appendix B – Sample of feedback received from roadshow attendees

16. Background Papers

16.1 Active Travel Fund Update Report, North East Joint Transport Committee, 15 June 2021

[\(Public Pack\)Agenda Document for North East Joint Transport Committee, 15/06/2021 14:30 \(northeastca.gov.uk\)](#)

17. Contact Officers

17.1 Rachelle Forsyth-Ward, Strategic Transport Advisor,
rachelle.forsythward@transportnortheast.gov.uk

18. Sign off

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

19. Glossary

All acronyms have been defined in the body of the report.

Appendix A

Go Smarter, Go Active Roadshow sessions

The sessions on offer at the cycling roadshows consisted of:

Bookable sessions:

- Get Back on Your Bike sessions, designed to give adults, who are either new to cycling or have not cycled in a long time, the opportunity to refresh their bike skills, confidence and knowledge;
- Family fun cycles – leisurely family bike rides led by an instructor;
- The popular ‘Learn to Ride’ cycle training sessions for kids aged 5+ years
- Adult confidence booster ride-alongs – relaxed group rides around the local area, led by an instructor.

Drop in sessions:

- Dr Bike health checks where people can bring along their bike for a free assessment or basic repairs (such as minor issues with tyres, gears or brakes);
- ‘Bike Maintenance 101’ interactive workshops;
- ‘Get into Gear’ demos – showing people how to fix a puncture, plan a journey by bike and more;
- ‘Try a Bike’ sessions where people can try out a variety of different cycle types to see what works for them, including electric bikes, tandems, cargo bikes and more!

Appendix B

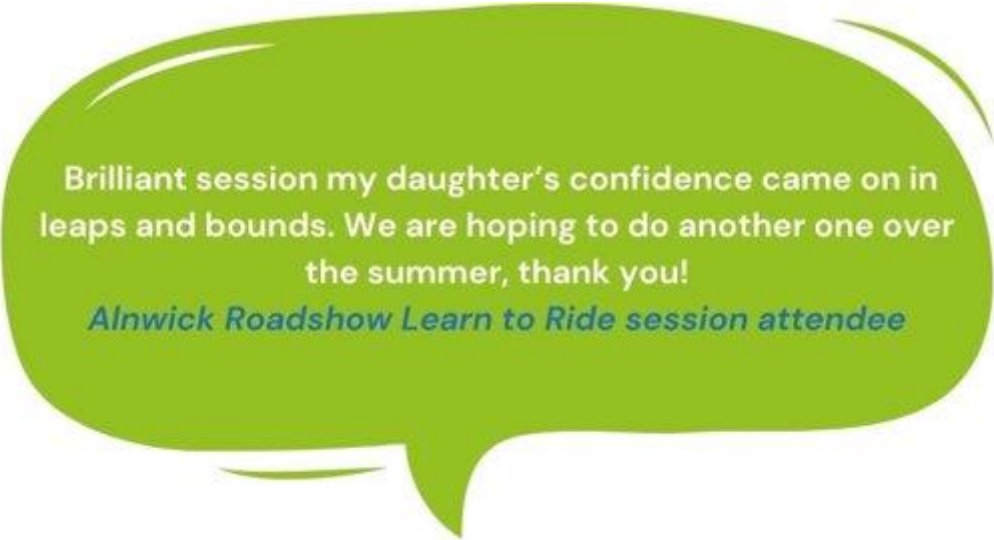
A sample of messages received from roadshow participants

One lesson with you guys and check her out! I cried, she's so proud of herself. Can't get her off her bike and she's been out on it non stop since. The Learn to Ride session has been so beneficial for us. Thank you all again, especially Josh & Liam who ran the session.

Mam Becky, talking about her daughter Annabel who attended a Ponteland Learn to Ride session

Absolutely fantastic service, the guy took the time to fully diagnose an issue with my bike and then solve it as best he could on the day. Awesome all round and I'll be sending all my mates!

Alnwick Roadshow Dr Bike Attendee



Brilliant session my daughter's confidence came on in leaps and bounds. We are hoping to do another one over the summer, thank you!

Alnwick Roadshow Learn to Ride session attendee

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North East Joint Transport Committee Overview and Scrutiny Committee

Date: 14th October 2021

Subject: Transport Plan Progress Report

Report of: Managing Director, Transport North East

Executive Summary

This report provides an update on progress made across the seven Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of ‘moving to a green, healthy, dynamic and thriving north east.’

Continuing progress is being made with the Transforming Cities programme and, of the 19 Tranche 1 schemes, 15 are now complete and the other 4 are nearing completion. Funding has been approved for the core station element of the Sunderland Central Station redevelopment scheme.

The region has been identified by the government as a potential candidate to receive funding over a five-year period through the new £4.2bn City Regional Sustainable Transport Fund. Work is being carried out to identify the opportunities which a long-term, devolved settlement for transport would present for our region.

The region’s expression of interest (EOI) for the Zero Emission Bus Regional Areas (ZEBRA) 2021-2022 scheme was successful and a full business case is to be submitted by January 2022.

The ‘Go Smarter, Go Active’ Active Travel Campaign launched in June with well-received cycling roadshows taking place in all seven local authorities. New cycling and walking maps for the region has been produced and travel guides for days out around the North East by foot and by bike have been published as part of the campaign.

A regional bid totalling £28.7m for Active Travel Fund Tranche 3 was submitted on 9th August. Tranche 2 schemes are all expected to be completed by the end of March 2022, except for Grey Street in Newcastle which was granted an extension. The region has also been successful in obtaining a grant of £2,157,597 from the DfT Capability Fund for 2021/22.

Joint working with bus operators is progressing well as we work towards the development and delivery of an Enhanced Bus Partnership and associated Bus Service Improvement Plan.

The government has confirmed a further £13.1m of funding to support the Tyne and Wear Metro until the end of the current financial year.

Work is continuing on the Tyne Pass Scheme to introduce barrierless travel for Tyne Tunnel users and this is expected to go live before the end of 2021. The full refurbishment of the Tyne Pedestrian and Cycle Tunnels is now almost complete and should be complete by the end of 2021.

On Tuesday 24th August 2021, the rail industry confirmed that the May 2022 ECML timetable change has been delayed until at least 2023. Responses received to the public timetable consultation was referenced as one of the key reasons behind the delay. Earlier this year, the JTC submitted a response to the timetable change consultation outlining concern that the proposals would have resulted in a significant cut in the number of services calling at some North East stations.

From December 2021 Transpennine Express will begin a new rail service between Newcastle and Edinburgh calling at a number of key stations in Northumberland. The service will run until at least May 2023.

Recommendations

The Overview and Scrutiny Committee is asked to comment contents of this report.

1. Background

The North East Transport Plan sets out a vision of ‘moving to a green, healthy, dynamic and thriving north east’ through the delivery of transport improvements under seven policy areas:

- Making the right travel choice
- Active Travel
- Public transport: travelling by bus, ferry and on demand public transport
- Public transport: travelling by local rail and Metro
- Private transport: travelling by car and using road infrastructure
- Connectivity beyond our boundaries
- Research, development and innovation

Progress under each category is outlined below.

There are also five objectives, which are:



Carbon-neutral north east



Overcome inequality and grow our economy



Healthier north east



Appealing sustainable transport choices



Safe secure network

The symbols have been used below to denote how the listed schemes / actions contribute to the achievement of the various objectives.

2. Making the right travel choice

2.1

Transforming Cities Fund (TCF)



Of the 19 Tranche 1 schemes, 15 are now complete and the other four are nearing completion. TCF Tranche 2 funding has been approved for the core station element of the Sunderland Central Station redevelopment scheme. Business cases for Tranche 2 schemes were initially delayed due to the Covid-19 pandemic. As a result, all schemes are behind their initial schedule with some further delays as a result of capacity issues due to staff absences. A strategy is being implemented to mitigate against this and it is understood that all schemes are still capable of being delivered before the programme deadline of the 31st of

March 2023. It is expected that one scheme will be presented to JTC for approval by the end of 2021 and six schemes will come forward in January.

Next milestones

- The Tranche 1 programme is set to be complete by the end of 2021.
- Construction on the Sunderland Central Station Redevelopment scheme is due to start in September 2021.

Key risks

- Further delays in business case development could result in Tranche 2 schemes not being delivered by March 2023. There is therefore the potential that TCF funds could go unspent and be handed back to Government. A strategy to mitigate against this is being implemented, which details the process by which the TCF programme will be managed, including the removal, expansion or addition of schemes to ensure funding is fully spent.

RAG rating



2.2

City Regional Sustainable Transport Fund



The City Regional Sustainable Transport Fund (formerly known as the Intra-City Transport Fund) is a £4.2bn fund over a five-year period to be shared between eight city regions from 2022 for investment in intra-city transport. The North East was identified as one of the regions which could potentially access the fund in the 2020 budget. Discussions with government on this are awaited.

We are currently undertaking an exercise to identify the opportunities which a long-term, devolved settlement for transport would present to our region.

Next milestones

- Development of a high-level prospectus demonstrating how we could invest devolved funding, and the benefits it would bring to our region.

Key risks

- Funding conditions not yet confirmed.
- Scale of funding unknown.

RAG rating:



2.3

Capability Fund



The region has been successful in obtaining a grant of £2,157,597 from the DfT Capability Fund for 2021/22, representing our full indicative allocation. This funding is to be used for behavioural change measures to increase levels of walking and cycling.

Next Milestones

- Programme manage delivery of the various measures.

Key risks

- Schemes not delivered as anticipated, limiting the opportunity to influence travel mode shift to foot and by bike in the region.
- Not meeting expected scheme delivery timeframes, potentially because of the delay in the announcement of programme grant allocations or problems in recruiting suitable staff or delivery partners. It is expected that key risks can be mitigated against through appropriate programme management.

RAG rating: 

2.4

Zero Emission Vehicle policy




A Zero Emission Vehicle (ZEV) Policy is being developed to set out how we will develop and expand the region's charging network and investigate other clean fuel alternatives, such as hydrogen. The Policy will support future bids in the event of the government announcing further funding opportunities.

Next milestones

- The final version of the Policy will be presented to the January 2022 meeting of JTC for approval.

Key risks

- Additional funding for ZEVs being announced before the Policy is fully agreed. To mitigate this, we are working at pace to develop the Policy.

RAG rating: 

2.5

Go Ultra Low taxi project



Eight of the ten dedicated chargers for the taxi and private hire industry (funded by the Office of Zero Emission Vehicles) are operational. Engagement events to encourage the switch to EV in the taxi trade are planned for 2021 and 2022. An information hub is now available at, <https://www.cenex.co.uk/north-east-rapid-charger-network-information-hub/>. The final two chargers in Newcastle and North Tyneside will be connected as soon as the sites become available.

Next milestones

- Make final connections at the Newcastle City Centre, Blandford Square

site and bring forward the one in North Tyneside as soon as the site is released.

- Host a further workshop with the trade in 2021.

Key risks

- There are issues impacting on implementing the final two sites – legal constraints for Blandford Square in Newcastle, whilst the Coronation Street in North Tyneside is currently being used as a Covid testing centre.

RAG rating:



2.6

Additional Electric Vehicle Charging Points



JTC has received £500,000 from the Local Growth Fund (LGF) to deliver seven new electric vehicle charging sites, one in each local authority in the region. The infrastructure, which will help to expand the availability of EV charging points in the North East, will be installed over the coming months.

Next milestones

- An inception meeting will be held with the contractor who will install and operate the infrastructure, and a further meeting will be held with the contractor and local authority partners, once the contract has been signed.

Key risks

- Challenging timescales for delivery of the new rapid chargers. We will seek to recoup time through the planning stage or the installation process.

RAG rating:



3.

Active Travel

3.1

Active Travel campaign



The regional 'Go Smarter, Go Active' Active Travel Campaign launched at the end of June. Cycling roadshows took place over the summer and ran for a week (seven days) in each of the seven local authority areas. The roadshows featured a range of activities including;

- Learn to ride age 5+
- Adult cycling refresher session
- Family cycle rides
- Adult ride along
- Bike maintenance sessions

Learn to ride age 5+ and the family cycle rides were especially popular. The Learn to Ride age 5+ sessions were fully booked very quickly and additional sessions were added to help meet demand.



Positive feedback has been received from members of the public who attended the roadshows, with comments including:

'After years of trying my daughter has finally today managed to ride her bike without stabilisers. The session gave her great confidence and spurred her into trying again.'

'Dr Bike - absolutely fantastic service, the guy took the time to fully diagnose an issue with my bike and then solve it as best he could on the day.'

'Excellent session, I feel inspired to join my son and ride now myself.'

A new regional walking and cycling map and a suite of 16 itineraries for fun-filled days out across the North East have also been produced as part of the campaign and are available on the Go Smarter, Go Active website (gosmartergoactive.co.uk). The campaign has been supported by a range of promotional activities which have sought to engage with as many people as possible.

Next milestones

- The campaign will be reviewed, and an Evaluation Report will be produced.

RAG rating:



3.2

Active Travel Fund



A regional bid totalling £28.7m for Tranche 3 of the Active Travel Fund was submitted on the 9th of August. Schemes eligible for the third round of Active Travel Fund will be expected to be delivered by 31st March 2023. DfT have not set indicative capital allocations as in previous rounds of funding. £239m of

funding is available for this round but bidding authorities have been requested to be ambitious with their ask.

Successful bidders are expected to be announced in the Autumn of 2021. Upon confirmation of our regional allocation a report will be presented to Joint Transport Committee (JTC) with details of our proposals.

Consultation and final designs are underway for all schemes within the Tranche 2 programme. Construction of schemes is anticipated to start in September 2021. All schemes are due to be completed by the end of March 2022, with the exception of Grey Street which was granted an extension to July 2022 by the DfT.

Next milestones


Construction of the Tranche 2 schemes in Durham and Sunderland is expected to start in September 2021.

- Confirmation of the Active Travel Fund Tranche 3 regional funding award is currently anticipated in October 2021.

Key risks

Timescales for project delivery or scope could be impacted if scheme designs require amendment or enhancement following consultation feedback.

- Tranche 3 is a competitive bidding process, therefore, given the availability of funds nationally, there is a substantial risk of receiving a proportionally lower settlement than the regional bid which was submitted on the 9th August.

RAG rating: 

4. **Public transport, travelling by bus, ferry and on demand public transport**

4.1 **Bus partnership development**

Good progress is being made on the Bus Services Improvement Plan (BSIP) and bus partnership development is covered under a separate agenda item.

4.2 **Zero Emission Bus Regional Area (ZEBRA) bid**

Working with bus operators, the region submitted an £18.6m EOI bid to the Zero Emission Bus Regional Areas (ZEBRA) 2021-2022 scheme. A package of investment has been developed with a wide range of stakeholders, focusing on the delivery of 73 zero emission buses on corridors which fall within air quality exceedance areas. The region was successful at the EOI stage and has been invited to develop a business case.

Next milestones

- A business case will be developed by the submission deadline of January 2022.

Key risks

- Need for match funding from operators; securing funding from government.
- Energy supply and delivery.
- Manufacturing capacity for delivery.

RAG rating:



4.3

School travel update



Grant funding of £619,932 was received from the Department for Education (DfE) for the second half of the summer term. As social distancing restrictions on public transport have now been removed, the DfE will not be funding additional dedicated transport in the autumn.

Next milestones

- Ensure that survey and audit processes are complied with.

Key risks

- Social distancing on public transport being reintroduced in the autumn term when there is currently no additional home to school/college funding expected for this period.

RAG rating:



5.

Public transport, travelling by local rail and Metro

5.1

North East Rail and Metro strategy



The first working draft of the strategy document was shared with stakeholders during the week commencing 12th July. Comments will now be incorporated into a final draft version of the document.

Key milestones

- Consultation draft to be recirculated to Stakeholders by end of October, prior to seeking approval at the January JTC.
- Public consultation January / February 2022.

Key risks

- The early engineering feasibility work outputs suggest that the corridors can be brought back into use from a technical viewpoint, however, the demand forecasting work will help to determine the strength of an economic case.

RAG rating:



5.2

Rail expansion studies



South of Tyne & Wearside – Phase 1 Engineering Feasibility report complete. Phase 3 (Washington – South Hylton) study underway (due to complete early August)

Next milestones

- The region's Restoring Your Railways 3 ('RYR3') bids are still awaiting a Government decision on outcomes.

Key risks

- The early engineering feasibility work outputs suggest that the corridor can be brought back into use from a technical viewpoint, however, the demand forecasting work will help to determine the strength of an economic case.

RAG rating:



5.3

Metro funding



DfT and HM Treasury have confirmed a £13.1m package of funding to support Metro until the end of the financial year. This will be the last package of funding available.

Next milestone

- Budget setting January 2022

Key risks

- Patronage does not recover during 2021/22 to fully cover Metro's operational expenditure from the 1st April 2022 and service cuts are required.

RAG rating:



5.4

Local rail



Northern is working on various workstreams to improve performance on the region's local rail network. Plans to improve the line speed on the Bishop line are currently at the funding stage, and a line of route review is currently underway on the Tyne Valley line between Newcastle and Carlisle.

Northern has released "Travel with confidence" reassurance messaging to help attract passengers back to the network, in line with Government guidance.

Next milestones

- The December 2021 Local Rail timetable is currently in development.

Key risks

- Northern passenger demand is now reported to be about 65% compared to the pre-COVID period. The recovery in passenger numbers is slower than that of other public transport modes such as the Metro which will impact on operator revenue.

RAG rating: 

5.5

Northumberland Line



Through the project led by Northumberland County Council, Network Rail has commenced early enabling works and planning applications for five new stations have been submitted. The line is anticipated to reopen to passengers by 2024. Work continues to develop an integrated ticketing solution to feed into the Full Business Case on 1st October.

During August, Northumberland County Council and Northern Rail hosted special rail services operated between Newcastle and Morpeth offering an opportunity for invited guests to travel on part of the line and view the sites of five of the six proposed new stations, Northumberland Park, Seaton Delaval, Newsham, Blyth Bebside, Bedlington and Ashington.

Cllr Glen Sanderson, leader of Northumberland County Council, and Cllr Martin Gannon, Chair of the North East Joint Transport Committee, both travelled on the special service and commented on the benefits that the new service would provide for residents of South East Northumberland and the wider region.



Next milestones

- Planning applications need to be submitted for the remaining stations and the Transport and Works Act order inquiry is programmed for November 2021.

Key risks

- The Northumberland Line project has a full governance structure in place which monitors and mitigates any risks to delivery through workstream level risk registers.

RAG rating:



5.6

New mainline rail services for the North East



TransPennine Express

From December 2021 Transpennine Express will begin a new rail service between Newcastle and Edinburgh which is planned to operate five times per week in each direction. In most cases it will call at Newcastle, Cramlington, Morpeth, Widdrington, Alnmouth and Berwick in the North East as well as Reston (a new station to open shortly), Dunbar, and Edinburgh Waverley in Scotland. The service will operate until at least May 2023. Calls at Widdrington and Cramlington are subject to completion of industry procedures for operational and safety requirements meaning they might be added after the start of the December 2021 timetable.



(Photo courtesy of Tony Miles)

First East Coast (Lumo)

On Tuesday 7th September 2021, First Group announced that a new open access train operator on the East Coast Main Line will launch on 25th October 2021. Branded as 'Lumo', five services per day will run in each direction, calling at Edinburgh Waverley, Morpeth, Newcastle, Stevenage, and London King's Cross. The five fully electric trains were manufactured at Hitachi, County Durham and will be standard class throughout. According to Lumo, fares will be affordable, with single tickets between the capitals starting from £14.90. Lumo will be based in Newcastle, near Central Station, creating around 100 new jobs.

Next Milestones

- Complete industry procedures for operational and safety requirements at Widdrington and Cramlington stations so that these calls can be added to the service after December 2021.
- The first 'Lumo' services will begin on 25th October 2021.

Key risk

A delay in completing the industrial procedures for operational and safety requirements at Widdrington and Cramlington stations resulting in limited calls at these venues or not at all if this is not completed by May 2023 and it is decided

not to continue with the service. RAG rating:



5.7

Leamside Line



An Umbrella Strategic Outline Business Case (USOBC) for the reopening of the Leamside Line is under development.

Next milestones

- Skeleton USOBC due late August.
- First draft of business case due in October.

Key risks

- National, regional and local stakeholders all have an interest in the shape that the Leamside Line project might take; the project will need to manage any conflicting stakeholder or potential funder aspirations.

RAG rating:



6. Private transport: travelling by car and using road infrastructure

6.1

Key Route Networks consultation



The Department for Transport has launched a consultation on giving Mayoral Combined Authorities more powers and accountability for the management of Key Route Networks (KRN). The consultation closes on 24 September. The consultation is covered in a separate report on this agenda.

Next milestones

- Consultation response to be drafted.

Key risks

- Response is not approved by the deadline.

RAG rating:



6.2

Tyne Tunnel



Traffic levels using the Tyne tunnels are increasing towards expected levels as Covid-19 restrictions are lifted and businesses return to normal working

arrangements.

Work is progressing on the Tyne Pass Scheme to introduce barrierless travel for Tunnel users. This will modernise the outdated payment system and will bring significant environmental benefits in terms of reduced vehicle emissions and improved air quality. The go-live date for the full Tyne Pass scheme for open-road tolling with no barriers, is planned before the end of 2021. Interim stages are now in place as an option for drivers, including Pay Later and barrierless lanes for pre-paid account holders to give them priority for faster lanes.

The Tyne Pedestrian and Cycle Tunnels (TPCT) are welcoming more cyclists than ever and are open 24/7 for night workers as well as daytime hours. The full refurbishment of this listed structure is almost complete. Outstanding work required is on the installation of the bespoke inclined glass lifts. This work is currently underway as specialist lift contractors have been on site since early July and are aiming for the lifts to be operational by the end of 2021.

Next milestones

- The Tyne Pass scheme is planned to go live in November/December 2021. More details on the scheme are provided in regular reports to the JTC Tyne and Wear Sub-Committee ('TWSC').
- The inclined lifts installation work at the TCPT is ongoing during the summer and autumn of 2021 to enable them to be fully operational by the end of the year.

Key risks

- There is a delivery and financial risk on the Tyne Pass Scheme, but that rests with TT2 who operate the Tunnels and who are responsible for implementation of the scheme and for enforcement of unpaid tolls. There will be a reputational risk to JTC if the scheme is not delivered on time or produces adverse outcomes for users. Some users who have received an Unpaid Toll Charge Notice (UTCN) over the last few months under the interim Tyne Pass systems in place have been dissatisfied. It is therefore important that officers continue to work with TT2 on clear messaging to users, distinctive signage and fair processes for UTCNs in order to provide customers with the best possible experience under the new Scheme. Officers will continue to work with TT2 towards these aims. Safeguards have been put in place via the Project Agreement with TT2 and via the processes for management of the Concession.
- There are delivery and financial risks to the JTC in relation to the Tyne Pedestrian and Cyclist Tunnels (TPCT) works, as the tunnels refurbishment has been carried out by Newcastle City Council on behalf of the JTC and has been funded by tunnels income. At this stage of the refurbishment, the financial risk is lower as the work has almost been completed and the tunnels are open to the public, with only the inclined lift work to be completed.

RAG rating:



7. Connectivity beyond our boundaries

7.1

Transport for the North (TfN)



Martin Tugwell has been appointed as TfN Chief Executive and Cllr Louise Gittins has taken up the role of TfN Acting Chair. Public consultation on TfN's Decarbonisation Strategy closed on 31st August.

Consultation will shortly take place on TfN's new Freight and Logistics Strategy which sets out plans to benefit the economy by improving freight connectivity and capacity across the North, whilst also seeking to decarbonise road freight and promote use of rail freight, especially on cross-Pennine routes.

The goals of the strategy align closely with our own objectives, especially the focus on tackling rail capacity bottlenecks on the East Coast Main Line.

Next milestones

- Consultation on the Freight and Logistics Strategy is planned for this autumn.

Key risks

- Capacity constraints on the East Coast Main Line, and the continuing delay in publication of the Integrated Rail Plan will make it difficult to significantly expand the market for rail freight and to deliver TfN's other rail aspirations.

RAG rating:



7.2

East Coast Main Line May 2022 Major timetable change consultation



On 28th July 2021, a response was submitted to the May 2022 ECML timetable change consultation. It remains the JTC's view that connections between local, regional and national rail services are made worse under the industry proposals both northbound and southbound at numerous North East stations.

As a result, our response requested that the timetable changes should be put on hold; a "taskforce" should be established by the government and led by an independent expert; the taskforce should examine the capacity constraints and put forward options to resolve them both short and long-term; the taskforce should then put together a plan to introduce the timetable change slowly, aligned to the growth in capacity, and with no detriment to existing connectivity.

On 24th August 2021 it was confirmed that the rail industry has agreed the new timetable will not be introduced in May 2022. According to the industry, a key reason for the decision was responses received to the public timetable consultation, which may enable a change to the service specification.

Next milestones

- Train Operating Companies (TOCs) are currently reviewing all feedback

received during the consultation, which will inform updated proposals for the East Coast Main Line's significant timetable change, with the aim to implement this in 2023, although that date is not confirmed.

Key risks

- Unlocking economic growth and connectivity across the North, lessening the North-South divide and strengthening East-West links remains a key priority for our region.
- Reducing calls at North East rail stations would damage their accessibility, connectivity and economic growth potential.

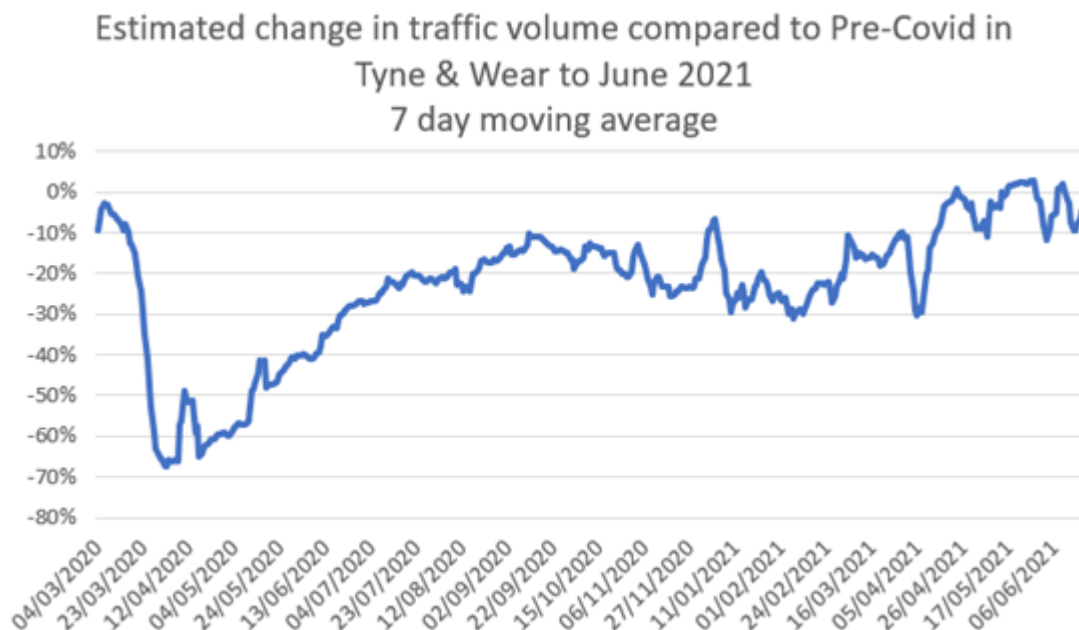
RAG rating:



8. Estimated Change in Traffic Flow in Tyne and Wear

The following chart shows that at the start of the pandemic traffic levels dropped considerably but have now recovered significantly towards pre-covid levels and at times above.

The chart below contains data from parts of Northumberland. In Durham in June 2021 traffic levels were approximately 96% of pre-covid levels.



9. Proposals

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

10. Reasons for the Proposals

10.1 This report is for information purposes.

11. Alternative Options Available

11.1 Not applicable to this report.

12. Next Steps and Timetable for Implementation

12.1 Next steps are set out under each respective item.

13. Potential Impact on Objectives

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

14. Financial and Other Resources Implications

14.1 The report provides an update and overview of progress against the seven Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving north-east.'

14.2 The North East Transport Plan includes proposed / required investment totalling £7billion to achieve the aims and ambitions of the JTC, the majority of which is dependent on future funding decisions by central government. The financial and other resource implications aligned to the plan were agreed as part of the Transport Budget and Levies 2021/22 report to the JTC on 19 January 2021 and in subsequent reports to augment and amend the budget as appropriate.

15. Legal Implications

15.1 There are no legal implications arising directly from this report.

16. Key Risks

16.1 Appropriate risk management arrangements are in place for each programme of work overseen by the delivery agencies responsible. Key risks are set out under each respective item.

17. Equality and Diversity

17.1 Successful delivery of schemes to improve public transport, walking and cycling will help to address transport-related social exclusion and create a fairer society.

18. Crime and Disorder

18.1 There are no specific crime and disorder implications associated with this report.

19. Consultation/Engagement

19.1 Many of the schemes and proposals outlined in this report have been, or will be, the subject of engagement with appropriate stakeholders or the wider public.

20. Other Impact of the Proposals

20.1 No specific impacts.

21. Appendices

21.1 1 - Progress on Key Performance Indicators.

22. Background Papers

22.1 None.

23. Contact Officers

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

24. Sign off

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

25. Glossary

25.1 All abbreviations or acronyms are spelled out in the report.

Appendix 1

Progress on Key Performance Indicators

| <u>KPI</u> | <u>Direction of travel</u> | <u>Key insight</u> |
|---|----------------------------|--|
| <p><u>Sustainable Travel</u> 33% of journeys made by public transport, walking and cycling.</p> <p>Data Source: DfT National Travel Survey 2019, published August 2020.</p> | No Change | <p>An updated National Travel Survey for 2020 has not yet been released for comparison. Other data sources have Metro and bus use remaining below pre-covid levels even after restrictions have been lifted, however cycling numbers are up in many locations.</p> |
| <p><u>Public transport accessibility</u> 45% People within 25 minutes of key employment, education and retail sites by public transport.</p> <p>Data source: Commissioned analysis August 2020</p> | No Change | <p>Data is not yet available to update, however, there have been no major changes to infrastructure.</p> |
| <p><u>Climate action</u> CO2 emissions per capita: 1.7 tonnes CO2 emitted per person annually using transport.</p> <p>Data source: UK local authority and regional CO2 emissions statistics: 2019, Department for Business, Energy & Industrial Strategy, published June 2021</p> | No Change | <p>Figures for 2019 have been released and show no change in the amount of transport related CO2 emissions.</p> |

| | | |
|--|------------------|---|
| <p><u>Take up of ultra-low emission vehicles (ULEVs)</u></p> <p>0.34% Proportion of licenced vehicles in our region that are classed as ultra-low emission (end of 2019)</p> <p>Data source: Department for Transport vehicle licensing statistics</p> | <p>Increase</p> | <p>0.48% of licenced vehicles in the region are classed as ultra-low emission (end of 2020). Data published May 2021.</p> |
| <p><u>Air quality</u></p> <p>For 2019, the highest, median, hourly nitrogen dioxide reading was 26.9ug/m³ occurring in the morning traffic peak.</p> <p>Data source: Department for Environment Food & Rural Affairs Automatic Urban and Rural Network (AURN)</p> | <p>Decrease</p> | <p>For 2020, the highest, median, hourly nitrogen dioxide reading was 20.1ug/m³ occurring in the morning traffic, however this is expected to be unusually low due to lock down restrictions</p> |
| <p><u>Network performance</u></p> <p>In terms of efficiency, in 2019 our regional network scored 71.8%</p> <p>Data source: Department for Transport congestion data.</p> | <p>No Change</p> | <p>Data is not yet available to update</p> |
| <p><u>Motor vehicle traffic</u></p> <p>Estimated vehicle miles per head in our region in 2019 5,077</p> <p>Data source: Department for Transport National Travel survey, published August 2020</p> | <p>No Change</p> | <p>National data has not yet been released for 2020</p> |

| | | |
|--|-----------------|---|
| <p><u>Road safety: numbers killed and seriously injured</u></p> <p>Numbers killed and seriously injured (KSI) three year rolling average (2016-17 to 2018-19) 778</p> <p>Data source: Traffic Accident Data Unit</p> | <p>Decrease</p> | <p>In the three-year rolling average from 2017 to 2020 there were 704 KSI.</p> |
| <p><u>Road safety: number of slight injuries</u></p> <p>Number of slight injuries three year rolling average (2016-17 to 2018-19) 3,275</p> <p>Data source: Traffic Accident Data Unit</p> | <p>Decrease</p> | <p>In the three-year rolling average from 2017 to 2020 there were 2,934 slight injuries</p> |

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North East Joint Transport Committee, Overview and Scrutiny Committee

Date: 14 October 2021

Subject: Joint Transport Committee Forward Plan and Scrutiny Work Programme

Report of: Policy and Scrutiny Officer

Executive Summary

The purpose of this report is to provide an update on the suggested work programme for 2021/22 for the Joint Transport Overview and Scrutiny Committee.

Recommendations

The Overview and Scrutiny Committee is recommended to:

- i. Review and comment on the suggested work programme.

1. Background Information

- 1.1 The Joint Transport Committee (JTC) Forward Plan is a document which the Joint Transport Committee is required to maintain under the Combined Authorities (Overview and Scrutiny, Access to Information and Audit Committees) Order 2017. The Forward Plan for the Joint Transport Committee, and its Subcommittees is published on both the North East Combined Authority's website and on the North of Tyne Combined Authority's website. It lists the decisions that the Joint Transport Committee and its Officers intend to take in the coming months and must include all decisions to be made in the next 28 days. The JTC Forward Plan template contains specific information relating to each decision, including the date the decision will be made, a brief explanation of the topic, the consultation to be undertaken, and contact details of the author. The JTC Forward Plan template has recently been updated and includes further information including if the decision is a 'Key Decision' and if an item will be discussed in private.
- 1.2 Details of each decision are included on the JTC Forward Plan 28 days before the report is considered and any decision is taken. This supports the transparency of decision making across the Joint Transport Committee and allows members of the public to see the items that will be discussed. There are special procedures for circumstances where publication for the full 28 clear day period is impractical or where there is special urgency. Both of these procedures involve the Chair of the Overview and Scrutiny Committee and would be reported to the committee at the next meeting.

Role of Overview and Scrutiny

- 1.3 The Joint Transport Committee, Overview and Scrutiny Committee has been established in accordance with Schedule 2 (4) of The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018.
- 1.4 The Joint Transport Committee, Overview and Scrutiny Committee can examine any decisions of the Committee – be that by the JTC itself or a subcommittee, constituent authority, or officer holding delegated authority. This Scrutiny occurs in public and ensures democratic and public accountability.
- 1.5 One of the main functions of this Committee is the review and scrutiny of 'Key Decisions' made by the Joint Transport Committee and its Officers. The relevant regulations set out a test for what should be considered a Key Decision – being those which are most significant in financial or other terms. This is explained in the Decision-Making Protocol of the North East Combined Authority that was adopted by the Joint Transport Committee for its use at its inaugural meeting in November 2018.

Requests for Special Urgency/General Exception

- 1.6 In accordance with the Decision Making Protocol, it was agreed by Members that the request of any Short Notice Procedure that involved the Chair of the Overview and Scrutiny Committee would be reported at the next Committee. The table below

shows the number of requests made since the last meeting was held:

| Type of Short Notice Procedure | Number of Requests since previous Committee |
|--------------------------------|---|
| Requests for Special Urgency | 1 |
| Request for General Exception | 0 |

The request for Special Urgency was for the appointment of a contractor to carry out remedial works on the Tyne Pedestrian and Cycle Tunnels.

Details of requests for Special Urgency and General Exception can be found at this website <https://northeastca.gov.uk/decision-making/forward-plan/special-notice-and-urgency-provisions/>.

Annual Work Programme – Approach for ongoing overview and scrutiny of Transport Plan

- 1.7 A JTC OSC working group was set up in March 2021 to discuss an approach for ongoing oversight and scrutiny of the Transport Plan when it comes into effect and recognised that that the Transport Plan gives the OSC clarity of the policy framework it is operating within and focus for the future.
- 1.8 At the 25 March OSC meeting members discussed and agreed that the Transport Plans objectives and policy statements can provide structure to the OSC’s Work Programme over the next few years, by enabling it to focus on a particular area in each meeting. The committee also discussed an approach to structuring future meetings which involved receiving and debating an overview on progress being made on the Transport Plan and its objectives, planned future actions, and then providing the opportunity to scrutinise particular areas of the plan in more detail.
- 1.9 The scheduling of these areas of would be informed by whichever is the most advanced in the development of its delivery plan. This would provide the OSC the opportunity to have an effective and productive input into the delivery of the Plan. By the end of each meeting, the OSC should understand the Objective and its delivery plan so it is then able to monitor it and assist in providing ideas/proposals to support delivery or overcome obstacles (e.g. by identifying alternative actions for consideration by the JTC).
- 1.10 There is the opportunity to use, where appropriate, external input into the OSC meetings when considering the objectives and specific issues that may be of interest to certain groups.
- 1.11 The most recent version of the work programme (appendix two) has been compiled to allow the Overview and Scrutiny Committee the opportunity to consider items that will be of regional importance to the Joint Transport Committee, the JTC forward plan and items previously raised by Members. A link to the current forward plan can be found [here](#).
- 1.12 It should be noted that the work programme covers items that will be discussed at

the meetings. It does not preclude 'deeper dives' providing more focused scrutiny of particular topics by a sub-group of the committee outside of these meeting dates. These topics can be raised with the Chair and Scrutiny Officer at any time

2. Annual Work Programme – Update

2.1 The Committee is asked to review and discuss the suggested work programme.

3. Reasons for the Proposals

3.1 To provide an opportunity for Committee members to input on any additional items as part of continued planning for the Work Programme for 2021/22.

3.2 The work programme will be refreshed and updated at each meeting of the Committee throughout the year.

4. Alternative Options Available

4.1 There are no alternative options available.

5. Potential Impact on Objectives

5.1 Development of a work programme and review and scrutiny of decisions in the JTC Forward Plan will contribute towards the development and implementation of the policy framework of NECA, NTCA, Nexus and the North East LEP as well as providing appropriate challenge to decisions taken.

6. Financial and Other Resources Implications

6.1 No financial or other resource implications are identified at this stage.

7. Legal Implications

7.1 There are no specific legal implications arising from these recommendations.

8. Key Risks

8.1 There are no key risks associated with the recommendations made in this report.

9. Equality and Diversity

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

10. Crime and Disorder

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

11. Consultation/Engagement

11.1 On-going consultation takes place with Officers and Scrutiny Members across the local authorities that make up the Joint Transport Committee, in regard to the items

for the Annual Work Programme as Appendix One.

12. Other Impact of the Proposals

- 12.1 The proposals consider the wider impact and take into account the Principles of Decision Making. They allow Members consideration of the items on the JTC Forward Plan and allow them the opportunity to have an overview of all performance, decision making and developments across the Joint Transport Committee structure.

13. Appendices

- 13.1 Appendix One – Annual Work Programme

14. Background Papers

- 14.1 None.

15. Contact Officers

- 15.1 Gavin Armstrong, Policy and Scrutiny Officer
Email: gavin.armstrong@northeastca.gov.uk
Telephone Number: Tel No: (0191) 4247537

- 15.2 Mike Barker
email: mikebarker@gateshead.gov.uk
Telephone: (0191) 433 2100

16. Sign off

- 16.1
- The Proper Officer for Transport: ✓
 - Head of Paid Service: ✓
 - Monitoring Officer: ✓
 - Chief Finance Officer: ✓

17. Glossary

- 17.1 NECA - North East Combined Authority
North East LEP - North East Local Enterprise Partnership
NTCA – North of Tyne Combined Authority

**Joint Transport Committee: Overview and Scrutiny Work Programme
October 2021**

Standing Items for each Committee Meeting:

- Declaration of Interest
- Minutes of Previous Meeting
- JTC Forward Plan and Work Programme Report

Source of work programme and items of importance:

The Overview and Scrutiny Committee obtains work programme items from the following sources:

- a) Items submitted by Members of the Committee (and including items referred by other members of the Combined Authorities);
- b) Suggestions from Officers
- c) The Budget and Policy Framework; Transport Plan
- d) The JTC Forward Plan;
- e) The Proper Officer for Transport
- f) Evidence for any policy review work regarding Transport

Suggested Work Programme 2021-2022

| Meeting Date | Subject |
|---------------------|--|
| December 2021 | <ul style="list-style-type: none"> • Programme Management Framework • Making the cost of public transport accessible |
| March 2022 | <ul style="list-style-type: none"> • Assurance Framework |

It should be noted that the work programme covers items that will be discussed at the meetings. It does not preclude 'deeper dives' providing more focused scrutiny of particular topics by a sub-group of the committee outside of these meeting dates. These topics can be raised with the Chair and Scrutiny Officer at any time.