



Overview and Scrutiny Committee

Thursday 14th December, 2017 at 10.00 am

Meeting to be held at Committee Room, Town Hall, Westoe Road, South Shields, NE33 2RL

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AGENDA

	Page No
1. Apologies for Absence	
2. Declarations of Interest	
Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (to be handed to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.	
3. Minutes of the Previous Meeting held on 13 September 2017	1 - 6
4. Health and Wealth: Closing the Gap in the North East - Update	7 - 20
5. Draft Budget 2018/19 and Transport Levies	21 - 42
6. Metro Futures New Fleet Procurement Update	43 - 52
7. Monitoring Nexus' Performance	53 - 66
8. Forward Plan and Scrutiny Work Programme	67 - 98
9. Date and Time of the Next Meeting	
Monday 5 February 2018 at 10.00am	

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To All Members

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North East Combined Authority, Overview and Scrutiny Committee

13 September 2017

(1.30 - 3.00 pm)

Meeting held North Tyneside Council, Quadrant, The Silverlink, Cobalt Business Park, Tyne & Wear, NE27 0BY

Present:

Councillor: D Taylor-Gooby (Chair)

Councillors: A Patterson, R Crute, J Eagle, A Lower, R Glindon, S Graham, B Flux, J Amar, Flynn, D Snowdon and S Green

8 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Weatherley (Gateshead) and Councillor Wright (Sunderland).

9 DECLARATIONS OF INTEREST

Councillor Eagle declared an interest as an employee of Nexus and informed Committee that dispensation had been granted for him to take part in discussions of transport related items but he would not be voting in decision making.

10 MINUTES OF THE PREVIOUS MEETING

RESOLVED: The minutes of the previous meeting held on 10 July 2017 were agreed as a correct record subject to checking the following information; Apologies were believed to have been given by Councillor Flux (and not Councillor Flynn as stated).

Matters arising

Nicola Laverick (Policy and Scrutiny Officer) provided an update on the vice chair position. The post was currently being advertised and standard recruitment procedures would be followed. It was anticipated that interviews would possibly take place at the end of September.

11 NORTH EAST STRATEGIC ECONOMIC PLAN

Submitted: Report of Head of Paid Service (previously circulated and copy attached to the Official Minutes).

Richard Baker (NELEP Head of Strategy and Policy) presented the report which provided an update on the North East Strategic Economic Plan. The Plan had been refreshed and relaunched by the North East Local Enterprise Partnership (LEP) in conjunction with the North East Combined Authority.

The refreshed SEP, published in March 2017, set out how recent successes could be built on and continue to create more and better jobs for the region. The SEP was jointly endorsed and delivered by the North East Local Enterprise Partnership (North East LEP) and the North East Combined Authority (NECA) and brought together a number of key partners behind the vision of 'more and better jobs'.

Six programmes detailed how the SEP would be delivered in a partnership approach:

- Innovation
- Business Growth and access to finance
- Skills
- Employability and Inclusion
- Economic Assets and Infrastructure
- Connectivity

There was a focus on four areas of opportunity - the sectors where it was believed would have the greatest impact on productivity and growth:

- Digital
- Advanced manufacturing
- Health and Life Science
- Subsea, Offshore and Energy

Comments, questions and points raised by members

- A Member asked how a 70% increase in better jobs would be possible in the current economic climate.

Richard Baker advised that a key focus of the plan was on professional and technical jobs via promoting demand and working with the education sector to supply skills. The skills programme was trying to match supply of labour in the region to demand in the economy. The plan set the long term strategic direction and NELEP was working with businesses and schools to prepare students for jobs.

- The rural areas of Northumberland and Durham were raised; these had seen a massive decline in local/traditional industries and the 'local economy' was disappearing.

Issues specific to rural areas were recognised and the plan detailed specific actions such as in the energy sector. The Netpark site was given as an example of innovation. The Business Growth Programme also included support to rural enterprise and provided a focus for growth.

There were four live Enterprise Zones in the NECA area including Berwick. The LEP was working closely with Northumberland County Council; as the issues were recognised in the SEP it was anticipated that funding would follow.

- The issue of connectivity with the local planning system was raised.

The LEP would act as a co-ordinating body and was not responsible for delivery of every aspect of the plan. All seven local authorities had agreed to align their Local Development Frameworks with the plan.

- With regard to digital connectivity this would be developed through the availability of superfast broadband and the development of 5G. Innovative exploration was taking place with the European Space Agency around the 5G platform.
- The SEP was aligned with the national strategy to deliver other sources of funding. The LEP also worked with bordering regions to maximise economic growth and was engaged with the Northern Powerhouse and Transport for the North.
- The potential problems of Air Passenger Duty was an important issue as all seven local authorities were shareholders in Newcastle Airport. Significant discussions were ongoing and representations had been made for the last 3-4 years.
- This issue of a shortage of NHS consultants was raised. Although the LEP endorsed improvement to the NHS, and Health Quest was identified as one of four areas of opportunity that could improve the performance of the economy, it did not have a role in recruitment.
- The job growth increase of 6.6% over the past two years broadly described growth in a number of areas including advanced manufacturing, digital/technical sectors and continued growth in public sector employment.
- A state of the region report would be prepared annually to illustrate the growth.
- The data source used relied on for targets did include apprenticeships.
- Decommissioning of gas and oil rigs offered opportunities as well as challenges. The offshore renewables agenda was a key area and there were potential opportunities including wind and tidal technologies.
- Investment in the Metro stock going forward was raised and transport improvements for rural areas.

The Chief Finance Officer stated that it was widely recognised that the NECA area had limited investment compared to other areas. The Leaders and Nexus had been working hard on transport issues. The strategic case for replacement of the Metro fleet had been accepted nationally at officer level

although there was no detail on the nature of the funding. It was hoped that there would be news on this in the next few months. Nexus was also looking at Metro extension and the Blyth/Ashington/Tyne link also offered opportunities to improve transport links.

- It was stated that a PFI route could hinder future technical development.

The Chief Finance Officer agreed that PFI had delivered bad projects but others had been successful such as the new Tyne Crossing. Many different issues would be taken into consideration on the drafting of the potential contract including issues of flexibility; the contract would be for purchase and maintenance of the Metro fleet.

RESOLVED: That the Overview and Scrutiny Committee noted the content of the report.

12 **NECA BUDGET PROCESS AND TIMETABLE 2018/19**

Submitted: Report of the Chief Finance Officer setting out the process and timetable for the preparation, consultation and approval of the 2018/19 budget and indicative medium term financial strategy (previously circulated and copy attached to the official minutes).

NECA was required to set its budget and Transport Levies in its area for 2018/19 before 15 February 2018. It is currently planned that the NECA Leadership Board will agree these at its meeting on 16 January 2018.

To achieve this, Transport levies must be considered by the Tyne and Wear Transport Sub-Committee and in Durham and Northumberland by mid-December 2017.

All comments received during the consultation period would be fed into the process.

Members considered if a further meeting would be required to consider the draft budget proposals or whether to extend the time frame of the next meeting on 14 December. The Chief Finance Officer would brief the Chair and highlight if anything unexpected had arisen during the consultation process.

RESOLVED: That the Overview and Scrutiny Committee noted the budget process and timetable and that the draft budget would be circulated on 14 November.

Members also agreed that a decision as to whether an additional meeting was required would be taken at the discretion of the Chair. If another meeting was not necessary the Overview and Scrutiny Committee would receive and consider the draft budget report at its next meeting on 14 December 2016.

13 **FORWARD PLAN AND WORK PROGRAMME**

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

Nicola Laverick (Policy and Scrutiny Officer) introduced the report which provided Members with an opportunity to consider the items on the Forward Plan for the current 28 day period and to endorse the Scrutiny Annual Work Programme for 2017/18.

Comments, questions and points raised by members

- A Member commented that the work programme was heavily weighted towards transport to the exclusion of other areas of NECA responsibility.

The Scrutiny Officer agreed that other policy areas could be considered, based on Member input, and plotted against the regular areas of workload.

- Members requested that a forceful line be taken with all of the thematic leads to present to Overview and Scrutiny Committee at least once per year. The Chair agreed to write to the thematic leads on behalf of the Committee.
- Following a request for more information regarding a possible North of Tyne combined authority and the position of NECA, Paul Woods (Chief Finance Officer) agreed to ask Helen Golightly (Head of Paid Service) to provide an update for the next meeting.
- A Member requested information on the refurbishment of the Tyne Pedestrian Tunnel. The Chief Finance Officer informed Committee that the NECA Transport North East (Tyne and Wear) Sub-Committee received regular updates on the project and it was anticipated the tunnel would open in spring 2018. A short update would be provided for the next meeting.
- Members agreed that an update on health and wealth be built back into the work programme. The Chair suggested inviting a health expert to a future meeting.
- The Scrutiny Officer advised that the delegated decision process had gone through a review and refresh of procedures.

RESOLVED: That Committee agreed the Forward Plan and endorsed the work programme for 2017/18.

14 **DATE AND TIME OF THE NEXT MEETING**

10:00am on Thursday 14 December 2017

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Overview and Scrutiny Committee

Date: 14 December 2017

Subject: Health and Wealth: Closing the Gap in the North East - Update

Report of: Sheena Ramsey, Chief Executive, Gateshead Council

Executive Summary

The purpose of this report is to update the Committee on progress in taking forward the recommendations of the North East Commission for Health and Social Care Integration set out in its report 'Health and Wealth: Closing the Gap in the North East'. It also provides an update on the arrangements in place to progress this work and proposed next steps.

Recommendations

The Overview and Scrutiny Committee is recommended to receive the report for information.

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1. Background Information

- 1.1 The North East Combined Authority (NECA) and local NHS organisations established the Commission for Health and Social Care Integration in 2016 with all partners recognising the value of an independent Commission able to take a fresh look at the issues associated with health and social care integration and the scope to address these through joint working.
- 1.2 The Commission's report 'Health and Wealth: Closing the Gap in the North East' set out a vision for transforming the health and wellbeing of North East residents and in so doing helping to improve the performance of its economy and the prosperity of its people.
- 1.3 The Commission examined how the NHS, councils and other public, private and Voluntary & Community Sector (VCS) bodies can take a place based approach to further develop the work they do together to improve health and wellbeing and reduce health inequalities across the North East against a backdrop of significant financial pressures across the system.
- 1.4 It highlighted the fact that although the north east has had the fastest increase in life expectancy of any region of the UK, the health and wellbeing gap with the rest of the UK and health inequalities within the region itself remain high. It stated that closing this gap with the nation as a whole over the next decade would lead to 400,000 additional years of healthy life for people within the NECA area.
- 1.5 The report described a system over-focused on the treatment of ill health at the expense of preventing it, with 60% of expenditure on health and care tackling the consequences of ill health (hospital care, specialist care), compared to only the 3% devoted to public health and 17% to adult social care.
- 1.6 Crucially, it argued that 'health' and 'wealth' are two sides of the same coin. Poor health and shorter life expectancy were identified as both consequences and causes of the fact that average Gross Value Added per capita in the region was only three quarters of the national average. It noted the relationship between peoples' health and wellbeing and the north east's ability to increase economic growth, attract investors and increase productivity.
- 1.7 Nowhere is the link between health and wealth more important than in relation to work and the commission identified 'good' work as the best route out of poverty and the surest basis for good health. It also highlighted the need to improve support for keeping people in work as a key component of the north east Strategic Economic Plan (SEP).

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1.8 The Commission's ten key recommendations (see Appendix 1) were therefore widely seen as a 'call to action' for leaders across the health and care system in the NECA area to work together to mobilise the system around the objective of improving health outcomes and reducing health inequalities across the life cycle, from school readiness through good and fulfilling employment to healthy and independent old age.

1.9 Both the NECA Leadership Board and this committee considered a report at their March meetings summarising the feedback received from statutory bodies on the Commission's recommendations. The purpose of this report is to update the Committee on progress in taking forward the Commission's recommendations. It also provides an update on the arrangements in place to progress this work and proposed next steps.

2. Changing Context

2.1 The Commission's recommendations are being progressed against a context of significant change locally, regionally and nationally. This includes:

- **Preparations for Brexit** and the effect of leaving the EU on the economy of the north east. Clearly, it is important that the priorities for the north east economy are understood and the region's potential is supported. This is of particular importance given the links between Health and Wealth as outlined within the Commission's report.
- **The local devolution landscape** in the light of the Autumn budget statement announcement, confirming a devolution agreement between Newcastle, North Tyneside and Northumberland.
- **Sustainability and Transformation Plan (STP)** arrangements, which continue to evolve, including the establishment of single STP governance arrangements for Cumbria and the North East (CNE) and the appointment of a lead for the combined CNE STP. As part of these arrangements, it is envisaged that the key 'Prevention' workstream will be based on a regional 'do once' approach (in dialogue with local system leaders) resourced and led on an ongoing basis.

2.2 Against this changing landscape, however, it is also clear that the Commission's recommendations remain just as valid as they did when the 'Health and Wealth' report was published in 2016.

3. Proposals

3.1 The Committee is asked to note the progress update set out below on how the Commission's recommendations are being taken forward.

4. Regional Progress – Sustainability and Transformation Plan Prevention Board

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- 4.1 A Prevention Board has been established across the region. The Board was established as part of the remit for the STP and details of its membership are set out at Appendix 2.
- 4.2 The aim of the Board, as set out in its terms of reference, is to provide leadership to each of the identified prevention priorities of the STP programme and to implement the recommendations from the Commission's report Health and Wealth - Closing the Gap in the North East.
- 4.3 The board's initial focus has been on embedding prevention, at every level, within the NHS. In particular, there has been a focus on:
- the development of key programmes that will close the health and wellbeing gap;
 - ensuring the delivery of the NHS 5 Year Forward View and Mental Health Forward View:
 - an evidence based approach;
 - areas where a north east approach, alongside local delivery, makes most sense.
- 4.4 The Prevention Board aims to provide support and an interface across programme areas including:
- Primary prevention
 - Secondary prevention
 - Tobacco Free NHS
 - Best start in life
 - Flu immunisation
 - Work place health / work and health
 - Community centred and asset based approaches
 - Making Every Contact Count
 - Shift of resource to prevention
 - Public health campaigns
 - Mental health
 - Communities and Neighbourhoods
 - Optimal use of the acute sector
- 4.5 The terms of reference emphasises that the Prevention Board is not a decision making forum but instead will act as an advisory body, ultimately to the Board of the STP and NECA through the development of:
- A suitably detailed Case for Change that the programme can build upon; and
 - Specific work plans for each priority with identified outcomes and monitoring arrangements.
- 4.6 In this respect, a work plan has been developed which includes actions, potential

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initiatives and identified leads across the programme areas outlined above.

- 4.7 An example of the work undertaken by the STP Prevention Board in one of these programme areas – A Tobacco Free NHS – is set out below.

‘Treating Tobacco Dependency’: Support for the implementation of National Institute for Health and Care Excellence (NICE) Public Health (PH) Guidance 48/45

- 4.8 The STP Prevention Board prioritised the regional ambition to reduce the prevalence of smoking to 5% by 2025. This ambition was endorsed by all of the region’s Health and Wellbeing Boards in 2014.
- 4.9 In April 2017, a dedicated Regional Taskforce on Smokefree NHS/Treating Tobacco Dependency was established; jointly chaired by Professor Eugene Milne, lead Director of Public Health in the NE for tobacco and Dr Tony Branson, Consultant Oncologist and Clinical Lead for the Northern Cancer Alliance. The Taskforce utilised the significant learning from a focussed Smokefree NHS regional event held in February 2017 and has senior level membership from a wide range of clinical specialities and across the NHS sector and public health system.
- 4.10 This work was seen as a vital part of the required radical upgrade in prevention and treating tobacco dependency, and one of the key steps towards this ambition is to ensure that NHS Trusts implement smoking cessation support and smokefree policy in line with NICE Guidance PH 48. This is not simply about having a smokefree grounds policy which is only one of the 16 key recommendations contained within the guidance. Systematically identifying smoking status and then treating tobacco dependency and reducing harm is the core of the guidance. The Taskforce agreed a target date for all Trusts within the region to be Smokefree by April 2019.
- 4.11 A supporting business case was presented to the Northern CCG Forum on 7th September which was supportive, in principle, to a number of proposals including the roll out NICE PH 48 with additional external support and regional marketing.

5. Refreshed North East Strategic Economic Plan ‘More and Better Jobs’

- 5.1 There are clear linkages between the case made by the Commission to secure ‘good’ work and the focus of the refreshed SEP published this year to secure ‘more and better jobs’. The Commission had identified ‘good’ work as being the best route out of poverty and central to improving health in the region. Specifically, the Commission recommended that the refreshed SEP and NECA’s employment and skills programme should continue to address the importance of in-work progression and job quality (recommendation 7 refers).
- 5.2 The refreshed SEP highlights the fact that improving skills in the North East workforce is fundamental to our economic future, underpinning our aim of driving

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an uplift of 100,000 jobs by 2024, and ensuring that the majority are 'better' jobs. A revised target has been set for 70% of new jobs created over the next seven years to be 'better' jobs.

- 5.3 The Commission's report 'Health and Wealth' clearly demonstrates the link between employment, productivity and physical and mental health. The refreshed SEP identifies as a key objective the need to ensure that economic growth benefits the whole of the region by delivering an increase in the economic participation rate and closing the gap in performance with the national average. In this connection, it notes that just under a quarter of the working age population in the north east remains economically inactive, almost 3% higher than in England as a whole – and there are higher than average levels of inactivity among younger and older people.
- 5.4 In response, the SEP states that its vision is to create a fully integrated employment, skills and health system tailored to the specific needs of the area, with the primary aims of improving the number of residents moving from benefit dependency into work and supporting health at work. A headline ambition has been set to deliver on the target of closing the employment rate gap by 2024.
- 5.5 Other commitments set out in the refreshed SEP which will help to progress the Commission's recommendations include:
- A combined target of at least 5,700 new homes per year (across adopted or developing local plans). The need for affordable housing programmes, including starter homes, Rent to Buy and specialist housing is also recognised.
 - Making the most of the public estate (property and other assets) to deliver more integrated public services.
 - The development of Local Plans by the seven local authorities to deliver more, high quality homes. It is envisaged that these Local Plans will help to increase the attractiveness of the region to support a better quality of life for residents and inward investment. They will also set out requirements that developments are located, designed and constructed in a way that encourages health and the control of carbon emissions through walking, cycling and public transport.
- 5.6 A set of actions have been identified within the SEP for 2018, linked to the recommendations of the Commission's 'Health and Wealth' report. These are outlined within the Next Steps section of this report (paragraph 8 below refers).
- 5.7 The North East Local Enterprise Partnership is the lead body for the development and delivery of the SEP working collaboratively through its Board with partners from the seven local authorities, businesses and business networks, education and research bodies and a wide range of other organisations from the public, private and third sectors.

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6. Reasons for the Proposals

- 6.1 The report is for information so that the Committee is updated on how the recommendations of the North East Commission for Health and Social Care Integration are being taken forward.

7. Alternative Options Available

- 7.1 The report is presented for information, with no decision required.

8. Next Steps and Timetable for Implementation

- 8.1 Work will continue to implement the Commission's key recommendations as set out below:

STP Prevention Board - Next Steps

- 8.2 The STP Prevention Board will consider whether it has the right membership and focus given the breadth of the recommendations set out by the North East Commission for Health and Social Care Integration.

Strategic Economic Plan (SEP) links with Commission's Recommendations - Next Steps

- 8.3 Following through on the recommendations of 'Health and Wealth: Closing the Gap in the North East' by the NECA and the NHS, partners will develop a range of approaches that can help support people with health conditions to secure and maintain employment. Interventions will also be targeted at those individuals with multiple barriers to employment, and older workers who wish to re-enter the labour force will be supported through the SEP's employment and inclusion programme.

- 8.4 By 2018, the SEP states that it will:

- Support primary care professionals in helping people access the best support to get them back to work as quickly as possible.
- Use initiatives such as the Mental Health Trailblazer to demonstrate the benefits of providing more joined-up support to individuals with moderate mental health problems to return to work. Also, influence the commissioning of Improving Access to Psychological Therapies (IAPT) services as well as seeking to improve the service offer for those with more complex mental health problems.
- Work with employers to maximise their take-up of the Better at Health Work Award scheme thereby creating healthier workplaces.
- Continue to address the importance of in-work progression and job

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- quality, including consideration of the characteristics of 'good work'.
- Build the capacity of the voluntary and community sector and social enterprises to support those individuals and communities who are excluded from work.
- Adopt a community led local development approach within our communities suffering from significant and entrenched deprivation.
- Develop and implement a 50+ workforce strategy in partnership with key stakeholders.

8.5 Other next steps identified within the refreshed SEP which resonate and link with the Commission's recommendations include the following actions by 2018:

- Each of our local authorities will have adopted Local Plans that contribute to the delivery of more, high quality homes and provide high quality office and industrial space, complementary to the aspirations of the SEP to ensure that a truly place based approach is adopted.

9. Potential Impact on Objectives

9.1 The report sets out the leadership role of the STP Prevention Board in contributing to the implementation the recommendations from the Commission's report Health and Wealth.

9.2 The report also identifies key synergies and linkages between the Commission's recommendations and the strategic direction for the regional economy set out in the refreshed SEP and, in particular, interventions and investments to support economic growth and to create more and 'better' jobs for our economy.

10. Financial and Other Resources Implications

10.1 There are no specific financial and other resources implications arising directly from this report.

11. Legal Implications

11.1 There are no specific legal implications arising directly from this report.

12. Key Risks

12.1 The key risks are:

- The STP Prevention Board does not have the right membership and focus going forward, given the breadth of the recommendations set out by the Health and Social Care Commission.
- Insufficient public resources are made available to deliver the SEP and insufficient European funding is secured in the North East prior to leaving the

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European Union to deliver the SEP;

- The north east's private, public, education and voluntary sectors not supporting the SEP's delivery and not connecting their own strategic planning to the ambitions within the SEP.

13. Equality and Diversity

13.1 There are no specific equality and diversity implications arising directly from this report. However, a key focus of the Commission's report 'Health and Wealth: Closing the Gap in the North East' is about taking a place based approach to reducing health inequalities across the north east.

13.2 Similarly, a key focus of the SEP's employment and inclusion programme is around the development of pathways for the most vulnerable and disadvantaged young people to help them move into education, training and employment. As part of this work, there is also a commitment to provide targeted support to those with protected characteristics.

14. Crime and Disorder

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

15. Consultation/Engagement

15.1 Consultation was undertaken with Director of Public Health members of the STP Prevention Board in preparing this report.

15.2 An extensive consultation and engagement exercise was carried out during the summer of 2016 to test the direction of travel of the SEP and the feedback received informed the refreshed strategy document.

16. Other Impact of the Proposals

16.1 There are no other impacts arising from the proposals within this report.

17. Appendices

17.1 Appendix 1 - The North East Commission for Health and Social Care Integration's ten key recommendations.

17.2 Appendix 2 – Membership of the STP Prevention Board.

18. Background Papers

18.1 The North East Commission for Health and Social Care Integration's report 'Health

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and Wealth – Closing the Gap in the North East'
[Health and Wealth - Closing the Gap in the North East](#)

- 18.2 The North East Strategic Economic Plan – January 2017
<http://www.nelep.co.uk/wp-content/uploads/2017/04/North-East-SEP-FINAL-March-2017.pdf>

19. Contact Officers

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Tel: (0191) 4332050

20. Sign off

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

21. Glossary

NECA	North East Combined Authority
VCS	Voluntary & Community Sector
SEP	Strategic Economic Plan
STP	Sustainability and Transformation Plan
NICE	The National Institute for Health and Care Excellence
PH	Public Health
CNE	Cumbria and North East
IAPT	Improving Access to Psychological Therapies
BHAWA	Better Health at Work Award

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Appendix 1

The North East Commission for Health and Social Care Integration 'Health and Wealth – Closing the Gap in the North East'

Recommendation 1: NECA partners should set themselves an ambition to radically increase preventive spending across the health and care system and wider determinants of health and wellbeing.

Recommendation 2: Public sector partners across the NECA area should integrate preventive action and action to tackle inequalities in all decisions.

Recommendation 3: Increased preventive spend should be assigned to a dedicated preventive investment fund managed on a cross-system basis and bringing together contributions from all partners who stand to benefit from the expected savings, including central government.

Recommendation 4: NECA partners should develop a programme of primary care training to support primary care staff in helping people access the best support to enable them to get back to work as quickly as possible.

Recommendation 5: The Commission recommends addressing mental health at three levels:

- i. Improve the leadership and skills of managers at all levels within local authorities and NHS organisations to create a supportive environment that enables employees to be proactive in protecting their own wellbeing.
- ii. Commissioners of IAPT services should work with their service providers to ensure employment support is included as part of the IAPT offer on a sustainable basis to support those individuals who require this service to avoid sickness absence or to return to work as quickly as possible.
- iii. NHS Commissioners and Providers should work with the NECA Employment, Skills and Inclusion workstreams to develop an integrated employment and health service.

Recommendation 6: The Better Health at Work Award (BHAWA) scheme should be the preferred approach for employers to adopt to improve workplace wellbeing. NECA partners should set a target for the proportion of the workforce working for employers involved in the award scheme, and monitor progress towards this target.

Recommendation 7: The refreshed Strategic Economic Plan and NECA's employment and skills programme should continue to address the importance of in-work progression and job quality.

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Recommendation 8: Leaders within organisations will need to look beyond the interests of their own organisations to drive improvement in wellbeing outcomes across NECA, leading a cultural change to a care and health system in which each health and care £ is used most effectively to support wellbeing, independent of the source of the funding.

Recommendation 9: Governance should be established at NECA level to drive forward implementation of these recommendations, bringing together local authorities, CCGs, NHS FTs and the voluntary sector to progress the health and wellbeing agenda through shared accountability and focused on implementation and delivery.

Recommendation 10: The NECA area should align financial payment systems and incentives with the overall objectives of the health and care system to improve health and wellbeing and reduce health inequalities.

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Appendix 2

STP Prevention Board Membership

Name	Organisation
Ailsa Rutter	Fresh
Alan Foster	North Tees & Hartlepool Hospitals NHS Foundation Trust
Alice Wiseman	Gateshead Council
Alison Featherstone	Northern Cancer Alliance
Amanda Healy	Durham County Council
Amanda Taylor	Public Health England
Andrew Copland	NHS Hartlepool and Stockton-on-Tees CCG & Darlington CCG
Andy Billett	Public Health England
Andy Graham	Gateshead Council
Ann Farrar	North Tees & Hartlepool NHS Foundation Trust
Anne Moore	Northumberland Tyne & Wear NHS Foundation Trust
Bev Wears	British Lung Foundation
Carol Worfell	Northumberland Tyne & Wear NHS Foundation Trust
Caroline Wild	Mental Health STP Workstream (NTW)
Catherine Monaghan	North Tees & Hartlepool Hospitals NHS Foundation Trust
Catherine Parker	Public Health England
Claire Sullivan	Public Health England
Clare Beard	North Yorkshire Council
Colin Martin	Tees, Esk & Wear Valleys NHS Foundation Trust
Colin Shevills	Balance
Damian Robinson	Mental Health STP Workstream (NTW)
Dan Cowie	Newcastle Gateshead CCG
Dan Jackson	Sunderland CCG
Dave Turton	Cleveland Fire & Rescue Service
David Chandler	Sunderland CCG
David Hambleton	South Tyneside CCG
Emma Roycroft	North of England Commissioning Support Unit
Esther Mireku	Hartlepool Borough Council
Eugene Milne	Newcastle City Council
Gillian Gibson	Sunderland City Council
Glen Wilson	Public Health England
Guy Pilkington	Newcastle Gateshead CCG
Helen Aitken	Newcastle Gateshead CCG
Ian Hayton	Cleveland Fire & Rescue Service
James Duncan	Northumberland Tyne & Wear NHS Foundation Trust

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Jane Hartley	VONNE
Janine Ogilvie	North of England Commissioning Support Unit
Jeanette Scott	South Tyneside CCG
Jim Brown	Northumberland County Council
John Matthews	North Tyneside CCG
John Pratt	Tyne & Wear Fire & Rescue Service
Jon Connolly	North Tyneside CCG
Jon Tose	South Tyneside CCG
Judith Stonebridge	Northumbria Healthcare NHS Foundation Trust
Julie Bailey	South Tees CCG
Karen Hawkins	Hartlepool & Stockton on Tees CCG
Katie Elmer	North Tees & Hartlepool Hospitals NHS Foundation Trust
Katie Needham	North Yorkshire Council
Keith Wanley	Durham & Darlington Fire & Rescue Service
Lee Mack	County Durham and Darlington NHS Foundation Trust
Lincoln Sergeant	North Yorkshire Council
Michelle Stamp	Newcastle University Trust Hospital
Miriam Davidson	Darlington Borough Council
Natalie Goodman	Newcastle City Council
Nicola Allen	Gateshead Health NHS Foundation Trust
Paul Edmondson-Jones	Hartlepool Council
Peter Kelly	Public Health England
Phil Lancaster	Cleveland Fire & Rescue Service
Rachel Chapman	NHS England (North East & Cumbria)
Sarah Bowman-Abouna	Stockton on Tees Borough Council
Steve Pett	North Tees & Hartlepool Hospitals NHS Foundation Trust
Steve Rose	Catalyst Stockton
Sue Gordon	Public Health England
Tanja Braun	Stockton on Tees Borough Council
Terry Collins	Durham County Council (LA Sponsor)
Tom Hall	South Tyneside Council
Victoria Ononeze	Middlesbrough Council & Redcar & Cleveland Council
Wendy Burke	North Tyneside Council

North East Combined Authority

Overview and Scrutiny Committee

Date: 14 December 2017

Subject: Draft Budget 2018/19 Consultation

Report of: Chief Finance Officer

Executive Summary

The purpose of this report is to seek the views of the Overview and Scrutiny Committee on proposals for the setting of the 2018/19 NECA budget, as part of its consultation process. A summary report on the Draft 2018/19 Budget was presented and approved at the Leadership Board on 21 November and this is attached to this report as an appendix. It is unchanged from the version that was circulated on 15th November to start the budget consultation process.

Since the report to the NECA Leadership Board was agreed the North of Tyne Devolution deal has been announced. This may change the budget arrangements for 2019/20. Implications for 2018/19 will be assessed and reported as part of the NECA Leadership Board January budget report and during the year as new information becomes available. At this point it is not expected to have a significant impact on the budget for 2018/19 and if any changes do emerge during the year, these will be reported and managed as part of the revised estimate during the year and the final accounts for 2018/19.

Recommendations

It is recommended that the Committee receive the report for information and provide comment for consideration at the meeting today as part of the consultation process.

North East Combined Authority

Overview and Scrutiny Committee

1 Background Information

- 1.1 The purpose of this report is to seek the views of the Overview and Scrutiny Committee on proposals for the 2018/19 NECA budget, as part of its consultation process. The summary report on the Draft Budget presented to the Leadership Board on 21 November covering all aspects of the NECA budget, is attached as an appendix.

2 Proposals

- 2.1 The budget proposals for 2018/19 as they currently stand for both Transport and non-Transport activity are set out in the report attached as Appendix 1. An update will be provided at the meeting on discussions to date and any new information on funding following the Autumn Statement on 22 November or in any local Government settlement that may be announced in December.
- 2.2 The Committee is asked to consider these proposals and provide comments at the meeting, which can be taken into account as part of the consultation process for the 2018/19 budget.

3 Next Steps

- 3.1 The main budget for 2018/19 will be presented to the Leaders Board for agreement on 16 January 2018.

4 Potential Impact on Objectives

- 4.1 Impacts on objectives are set out in the individual reports contained as appendices.

5 Finance and Other Resources

- 5.1 The financial and resource implications are set out in more detail in the report attached as an appendix.

6 Legal

- 6.1 The legal implications are set out in the individual report contained as an appendix.

North East Combined Authority

Overview and Scrutiny Committee

7 Other Considerations

7.1 Consultation/Community Engagement

The budget is subject to a period of consultation which includes this committee as well as other committees, officer groups and the North East Chamber of Commerce.

7.2 Human Rights

There are no specific human rights implications arising from this report.

7.3 Equalities and Diversity

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

7.4 Risk Management

There are no specific risk management implications arising from this report.

7.5 Crime and Disorder

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

7.6 Environment and Sustainability

There are no specific environment and sustainability implications arising from this report.

8 Background Documents

8.1 None.

9 Links to the Local Transport Plans

9.1 The transport budget will help support the delivery of Local Transport Plans.

10 Appendices

10.1 Appendix 1: Report to the Leadership Board 21 November 2017 – Draft Budget 2018/19 and Transport Levies

North East Combined Authority

Overview and Scrutiny Committee

11 Contact Officers

11.1 Katherine Laing, Principal Accountant, Katherine.laing@northeastca.gov.uk,
0191 338 7428

12 Sign off

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

Leadership Board

Date: 21 November 2017

Subject: Draft Budget 2018/19 and Transport Levies

Report of: Head of Paid Service and Chief Finance Officer

Executive Summary

The purpose of this report is to set out the key budget issues, principles and proposals that are likely to be included in the 2018/19 budget report for the North East Combined Authority, which will be presented for consideration by the Leadership Board on the 16th January 2018.

Recommendations

The Leadership Board is recommended to:

- i. Receive this report for consideration and comment;
- ii. Agree the budget approach of setting out a detailed revenue budget for 2018/19 as another transitional year, while the future role and responsibilities of NECA are clarified. This will take into account the need to meet the statutory responsibilities of NECA that will continue in 2018/19 as well as the need to achieve savings to help constituent authorities deal with reductions in their transport funding as part of continuing Government austerity measures. Indicative transport budgets will be set out over a three year period, where it is possible to do so;
- iii. Agree the following proposals for the basis of consultation about the NECA 2018/19 Revenue Budget:
 - a. The Transport Budget for Tyne and Wear is indicatively proposed to be set at £61.800m which is a further reduction of £1.240m (1.97%) compared with the budget for 2017/18. The budget savings needed to deliver this are expected to be made in 2018/19 without any significant impact on transport services, through efficiencies and temporary use of Nexus reserves.

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- b. The indicative Transport Budget and Levy for the Durham County Council area is expected to be £15.690m, which is a small net increase of £0.208m (1.3%). No significant reductions in services are envisaged for 2018/19.
 - c. The indicative Transport Budget and Levy for the Northumberland County Council area is expected to be £6.199m, which is a small net decrease of £0.023m. No significant reductions in services are envisaged for 2018/19.
 - d. The £250k contribution towards the North East LEP, which is required to match fund government grant, is proposed to be continued in 2018/19.
 - e. NECA will need to maintain sufficient capacity to meet its statutory requirements. It is proposed that the level of corporate contributions from the constituent authorities is maintained at £300k.
 - f. The contribution to the Invest North East England team is subject to discussion with constituent councils and the North East LEP. The current council contributions of £140k are proposed to be maintained for 2018/19, as part of an overall budget of at least £461k.
 - g. The North East LEP budget is being prepared to reflect its responsibilities and the estimated available resources for 2018/19. A draft budget has been prepared and more detailed information will be included in the January Leadership Board report.
 - h. NECA will need to set out a balanced budget for 2018/19, maintaining a sufficient but minimal level of reserves to managed risk and will set out a treasury management strategy for borrowing and lending which will comply with the Prudential Code.
- iv. Agree the following in relation to the tolls on the Tyne Tunnels:
- a. Approve the increase in tolls for class 3 vehicles from £3.30 to £3.40 to take effect during February 2018, as set out in section 2.1.17 to 2.1.20, with tolls for class 2 vehicles (cars) being maintained at £1.70;
 - b. Approve the continuation of the 10% discount for permit holders as set out in section 2.1.20;
 - c. Authorise the Monitoring Officer to publish the relevant notices and submit the necessary documentation to the Secretary of State, as prescribed in the River Tyne (Tunnels) (Modification) Order 2011.

Leadership Board

- v. Agree that this report, which has already been circulated to start a two month budget consultation period, be updated to reflect any changes agreed at this Board meeting and be re-circulated as part of the budget consultation.

Leadership Board

1. Background Information

Policy Context

- 1.1 The Leadership Board have made clear the importance of a policy led budget, within the context of the national programme of austerity measures, to underpin the delivery of the NECA's policy priorities including its Transport responsibilities and the delivery of the Strategic Economic Plan (SEP).
- 1.2 The capital and revenue resources of NECA and North East LEP will be targeted to achieve the priorities set out in the SEP and the transport levies that NECA will set will help meet the statutory Transport responsibilities of the NECA, which can also contribute to priorities in the SEP.
- 1.3 NECA has agreed three broad policy priority areas:
- Transport
 - Employability and Inclusion
 - Economic Development and Regeneration
- 1.4 In March 2017, North East LEP published its refreshed Strategic Economic Plan for the North East, detailing how it will deliver 100,000 more and better jobs into the North East economy by 2024. This was a refresh of the original SEP published in 2014, which takes into account the changing economic climate and the UK's decision to leave the European Union, reflecting on new evidence relating to the region's economic position and evolving public policy environment.
- 1.5 The revenue budget and capital programme of NECA will contribute to the achievement of these objectives.
- 1.6 Ongoing discussions between the North of Tyne constituent authorities and government regarding a potential devolution agreement for the northern part of the NECA area could have an impact on the scope of responsibilities of NECA next year. The NECA budget for 2018/19 is being prepared on the basis of the assumption that it will be NECA, in the absence of any other legally recognised body, which will be required to set the budget and transport levies for 2018/19 by 15 February 2018, in line with the Transport Levying Bodies regulations.

Background information – budget process

- 1.7 Levying Bodies regulations require Transport Authorities to set their budget and levies by 15th February preceding the financial year to which they apply. Traditionally, levies for this region have been set in January to ensure that this statutory deadline is met, but also to give constituent councils information about the transport levies as early as possible to enable them to reflect the confirmed figures in their budgets. As well as transport levies, the budget in January will set out any contributions from constituent councils to meeting the non-transport costs of the

Leadership Board

Authority and will set out information about the capital programme for NECA and how it will be funded.

- 1.8 As the accountable body for the North East LEP, the budget will include information about the funds available to North East LEP and its proposed budget for 2018/19, which will be agreed by the LEP Board. The budget will need to reflect decisions about the level of government grant available to support LEP costs as well as the guidance and resource requirements needed to meet grant conditions.
- 1.9 It is good practice for all organisations to develop a Medium Term Financial Strategy (MTFS) and it would be preferable to develop the 2018/19 budget for NECA in the context of as much information as possible over a three to five year Medium Term Plan period. In recent years the transitional position of NECA itself has not made this possible and this continues to be the case for 2018/19, although areas of the budget such as Nexus are planning across a longer period.
- 1.10 The constitution of NECA requires an early consultation on budget proposals, giving at least two months for the consultation process to be completed. The circulation of this report on the 14th November will start the consultation process, which will include consideration of the budget report by the Overview and Scrutiny Committee, Transport North East Committee, the seven constituent councils, consideration by North East LEP and a consultation with the North East England Chamber of Commerce.
- 1.11 The timetable for developing the 2018/19 revenue budget and capital programme is tight, and involves a number of steps for discussion, consultation and development of the budget. Initial technical briefings and discussions on the budget process and timetable have taken place with Chief Executives, Directors of Finance, Economic Directors and Transport Officers and this has resulted in the high level proposals for 2018/19 set out in this report. Further details will be developed and fine-tuned in partnership with North East LEP, councils and delivery organisations over the next few weeks. This additional detailed work and the feedback from consultation will be reflected in a detailed 2018/19 budget report for consideration in January 2018.

2. Proposals

2.1 Transport Revenue Budgets and Levies for 2018/19

- 2.1.1 The overall total proposed net revenue budget for transport in 2018/19 is currently estimated to be £83.690m, which is an overall reduction of £1.054m (-1.2%) on the current year. Information about the draft budget and the levy for each of the three areas in NECA is summarised in the table overleaf and sets out in more detail in the following sections. Three separate transport levies are required by NECA, because the cost per head of population of delivering transport services varies greatly between Durham, Northumberland and Tyne and Wear due to their very different geographies and demographics.

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This reflects higher concessionary travel usage (including Metro) in the urban areas of Tyne and Wear and other transport costs e.g. the cross-Tyne ferry as well as pensions and capital financing costs which are not included in the levies in Durham and Northumberland.

Area	Transport Budget and Levy	Change from 2017/18	Levy per Person
	£	£	£/person
Durham	15,690,493	208,069	£30.04
Northumberland	6,199,460	(22,280)	£19.62
Tyne and Wear	61,800,000	(1,240,000)	£54.75
Total	83,689,953	(1,054,211)	

Durham County Council

- 2.1.2 The budget and levy for public transport activity in Durham is £15.685m and £15.690m respectively for 2018/19. This compares with a budget of £15.482m for 2017/18. The budget and levy for 2018/19 is summarised in the table below.

	Gross Expenditure £	Gross Income £	Net Expenditure £
Concessionary Fares	11,949,130	(9,500)	11,939,630
Subsidised Bus Services	4,656,971	(1,806,551)	2,850,420
Bus Stations	457,791	(314,211)	143,580
Bus Shelters	31,350	(12,120)	19,230
PT Information	184,440	(95,514)	88,926
Staffing	643,707		643,707
Total Grant	17,923,389	(2,237,896)	15,685,493
Share of NECA Transport Costs	5,000	0	5,000
Transport Levy	17,928,389	(2,237,896)	15,690,493

- 2.1.3 The net budget for 2018/19 is comparable with 2017/18 with minor changes in relation to an increase in payments for concessionary fares and an estimated 1% pay award.

Northumberland County Council

- 2.1.4 The budget and levy for public transport activity in Northumberland is £6.194m and £6.199m respectively for 2018/19. This compares with a budget of £6.222m for 2017/18. The budget and levy for 2018/19 is summarised in the table below.

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	Gross Expenditure £	Gross Income £	Net Expenditure £
Concessionary Fares	4,734,940	(12,940)	4,722,000
Subsidised Bus Services	1,826,740	(546,340)	1,280,400
Bus Stations	23,000	0	23,000
PT Information	25,000	0	25,000
Staffing	144,060	0	144,060
Total Grant	6,753,740	(559,280)	6,194,460
Share of NECA Transport Costs	5,000	0	5,000
Transport Levy	6,758,740	(559,280)	6,199,460

- 2.1.5 The net budget for 2018/19 is comparable with 2017/18 with minor changes on staffing due to vacancies and an analysis of time spent on combined authority activities. The budget for Bus Services is unchanged to its current level with no significant investment in the county's bus stations planned for 2018/19. The budgets assume a 1% and that the grant received in respect of Bus Service Operators Grant will remain unchanged.

Tyne and Wear

- 2.1.6 Figures for the Tyne and Wear levy have been considered by the Tyne and Wear Transport Sub-Committee and have been prepared on the basis of the potential 2018/19 figures discussed by the Leadership Board when it set the 2017/18 budget at its January 2017 meeting. This involved a proportionate saving for constituent authorities in line with their reduction in spending power (excluding the social care precept increase). In headline terms this would involve a cash saving to constituent councils of £1.240m in 2018/19 and an additional saving of £0.590m in 2019/20, on top of the £2.080m (-3.2%) reduction applied in 2017/18.
- 2.1.7 The distribution of the levy within Tyne and Wear is based on population, and the amounts levied on each indicial authority will reflect changes in the population as well as the reduction in the overall total. The proposed levy for 2018/19 for each of the Tyne and Wear councils is shown below.

Council	Population (2016 Mid Year Estimates)	2018/19 Proposed Levy	Saving compared to 2017/18
		£	£
Gateshead	201,592	11,037,261	(253,824)
Newcastle	296,478	16,232,316	(220,583)
North Tyneside	203,307	11,131,158	(244,078)
South Tyneside	149,418	8,180,709	(170,984)
Sunderland	277,962	15,218,556	(350,531)
Total	1,128,757	61,800,000	(1,240,000)

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- 2.1.8 This reduction would bring the overall annual transport levy reduction since 2011 to £11.992m (or 16.3%), which has largely been achieved through efficiency savings and temporary use of reserves, whilst protecting service outcomes to date. This level of saving while protecting service outcomes is a significant achievement, particularly in the light of the cost pressures in respect of concessionary travel, and outcomes in other regions around the country where there have been some significant cuts in services.
- 2.1.9 Proposals for the Nexus budget are set out in detail for consideration by the Tyne and Wear Sub-Committee as part of their agenda. Nexus has considered its spending plans for 2018/19, assuming that the budget was being set at a 'stand-still' i.e. if it were to maintain service outcomes whilst absorbing pay and price inflation as well as a further reduction in the grant it receives from the NECA via the levy. Estimates illustrate that a £1.2m reduction in the NECA grant will result in a shortfall in Nexus' budget of £2.0m (central case) and between £1.7m and £3.7m depending on whether a pessimistic or optimistic position on cost pressures is adopted. This approach has been taken due to a number of uncertainties affecting areas of the Nexus budget including the public sector pay cap, Metro fare revenue and the transition from outsourced arrangements for Metro to in-house provision.
- 2.1.10 As at 31 March 2017, Nexus' revenue reserves amounted to £15.5m. This is in addition to its capital reserves, earmarked for investment in capital projects, the most notable amount being the £15.0m earmarked to provide a local contribution for the new Metrocar fleet. Total capital reserves amounted to £28.2m as at 31 March 2017. It is therefore apparent that Nexus has options to cushion the impact of any grant reductions from the NECA during 2018/19 and possibly 2019/20, although Nexus' ability to continue absorbing the kind of cost pressures it has faced in the past diminishes over time.

- 2.1.11 The proposed allocation of the Tyne and Wear Levy between the grant to Nexus and the non-Nexus Tyne and Wear Transport budget is set out in the table below:

	2017/18	2018/19	Change
	£	£	£
Levy budget (non-Nexus)	2,150,000	2,140,000	(10,000)
Grant to Nexus	60,890,000	59,660,000	(1,230,000)
Total Levy	63,040,000	61,800,000	(1,240,000)

- 2.1.12 **Tyne and Wear Levy budget (non-Nexus)**

This budget primarily relates to activity inherited from the former Tyne and Wear ITA along with central transport activity funded by the levy. The vast majority (83%) relates to financing charges on historic debt. Additionally, there is budget provision to pay for support services, other supplies and services, independent members allowances, the external audit fee and a repayment to the Tyne Tunnels for use of reserves in 2013/14 to pay off the pension deficit.

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- 2.1.13 The Tyne and Wear (former ITA) Transport Revenue reserves are estimated to be £0.298m at the year end as a result of a largely breakeven forecast for the year. The indicative budget for 2018/19 has been prepared on a steady state basis, with some minor reductions in capital financing costs, and is summarised in the table below.

NECA Tyne and Wear Transport Costs	2017/18 Revised Estimate	2018/19 Original Estimate	Change
	£000	£000	£000
Support services	210	220	10
Administration and governance	42	42	-
Capital Financing Costs	1,775	1,752	(23)
Contingency	110	110	-
Total Spending	2,137	2,124	(13)
Use of Transport Reserve	(13)	(16)	3
Contribution from Levy	(2,150)	(2,140)	(10)

Tyne Tunnels

- 2.1.14 The Tyne Tunnels are accounted for as a ringfenced trading account within the accounts of NECA, meaning that it is wholly funded from the tolls and Tyne Tunnels reserves, with no call on the levy or government funding at all.

2.1.15

The indicative budget for 2018/19 is set out in the table below:	2017/18 Revised Estimate	2018/19 Estimate	Change
	£000	£000	£000
Tolls Income	(26,296)	(25,970)	326
Contract payments to TT2	19,288	19,480	192
Employees	2	33	31
Pensions	54	54	-
Support Services	120	80	(40)
Supplies and Services	35	35	-
Community Fund	10	10	-
Financing Charges	6,996	6,579	(417)
Interest/Other Income	(50)	(50)	-
Repayment from TWITA reserves	(240)	(240)	-
Contribution (to)/from reserves	(81)	11	92

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Further reductions in the tolls income for 2018/19 are forecast due to the continuing impact of the Silverlink works, which began in August 2016, and has been affecting traffic flows during the current financial year. Traffic levels are forecast to improve during 2019/20.

- 2.1.16 The overall forecast position for 2018/19 is a small deficit of £11k, which would be met from the Tyne Tunnels reserves.

Tyne Tunnels Tolls – proposed increase

- 2.1.17 The first ‘Concession Toll’ was implemented on 1 January 2014, at a level of £1.60 for cars and £3.20 for HGVs with a 10% discount for permit holders. After that date, the Concession Toll could be adjusted by an amount to reflect actual Retail Price Index (RPI) figures over time. The first such increase was implemented in May 2016 when the toll for cars (class 2 vehicles) was raised to £1.70 and the toll for HGVs (class 3 vehicles) was raised to £3.30. Payments to the concessionaire TT2 automatically rise with RPI inflation and the financial model for the Tunnels assume that tolls will be maintained in real terms, rising periodically in line with RPI increases.
- 2.1.18 Levels of inflation (measured by RPI in accordance with the Order) are now such that an increase in the toll for HGVs is possible and necessary to finance the tunnels in line with the tunnel financing arrangements, but an increase in the toll for cars has not yet been triggered.
- 2.1.19 The proposal is to maintain the tolls at £1.70 for class 2 vehicles and implement an increase to £3.40 for class 3 vehicles, from a proposed implementation date in February 2018, which should enable the necessary process to be followed with the Secretary of State, in line with the Order, following approval by the Leadership Board. This restores the 2:1 ratio between class 2 and class 3 tolls.
- 2.1.20 It is proposed that the toll structure be set or maintained as follows:

Vehicle Class	Toll	Description
1	FREE (no change)	Motorcycles
2	£1.70 (no change)	Motor vehicles (Cars), 2 axles and height 2m or less; Motor vehicles (Cars/Vans) 2 axles and height less than 3m; Articulated motor vehicles with tractor 2m or less and trailer less than 3m
3	£3.40 (£0.10 increase)	Motor vehicle 2 or more axles and height 3m or more

Permits are available for all classifications and subject to 10% discount (no change is proposed to the percentage discount).

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- 2.1.21 The Order prescribes the process to effect an increase in the tolls at the Tyne Tunnels. Following a decision to increase the tolls, the Authority is required to publish, in at least one local newspaper circulating in the area, a notice substantially in the form set out in the Order. Following publication of the notices, the Authority is required to submit to the Secretary of State:
- a) Details of the decision taken to increase the toll – report and minutes; and
 - b) Evidence that the public has been informed of the decision by notice in the local press.
- 2.1.22 Upon receipt of this information, the Secretary of State has 21 days to make an order revising the tolls, subject to being satisfied that the Authority has correctly adhered to the provisions of the Order. The tolls revision order will come into force 28 days thereafter.
- 2.1.23 Having made such an Order revising the toll, the Order precludes the making of another such tolls revision order within 12 months.

Regional Transport Team

- 2.1.24 The Regional Transport Team budget is to support NECA and North East LEP as a whole, on a seven authority wide basis. The budget includes salary costs and the items required to ensure a functional central resource across the NECA area including the development of the new NECA Transport Manifesto and Plan and various research projects where value can be added at a NECA level including modelling works, major schemes bid development, the Freight Quality Partnership and NECA based studies.
- 2.1.25 The table below provides a summary of the 2017/18 budget and the forecast expenditure for 2017/18 and then the indicative budget for 2018/19, a more detailed report on which was discussed with the Heads of Transport group at their meeting in September 2017 when they agreed it could be put forward as the proposal for 2018/19.

	2017/18 Budget £	2017/18 Forecast £	2018/19 Proposed Budget £
Staffing	554,550	401,247	516,125
LTP4 Development	55,000	25,000	50,000
Research and Development (including LGF business case assessments)	285,000	450,503	199,000
Miscellaneous (e.g. Travel & meetings)	7,500	10,500	6,000

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Go Smarter Legacy (e.g. funding bids)	-	-	200,000
	902,050	887,250	971,125
Funded by:			
NECA Integrated Transport Block	(500,000)	(500,000)	(500,000)
LGF Programme Management	(200,000)	(300,000)	(150,000)
Go Smarter Legacy Funding	-	-	(200,000)
Prior Year balances carried forward	(202,050)	(87,250)	(121,125)
	(902,050)	(887,250)	(971,125)

2.1.26 The proposed budget for staffing is based on a full establishment, whereas a significant number of vacancies, including the Head of Regional Transport, have been carried by this team during 2017/18, hence the lower forecast expenditure.

2.2 Economic Development and North East LEP capacity

2.2.1 The North East LEP core team is part funded from a Government contribution, which is required to be matched by a contribution from the NECA constituent authorities. It is proposed that the current match funding contribution of £250,000 will continue to be provided in 2018/19, and this is funded by equal contributions of £35,714 from the seven constituent local authorities. Part of the LEP costs of managing the LGF Programme are funded by a top slice from the LGF grant for this purpose, and the LEP budget is being prepared to take into account the latest estimates of this and other external grant funding which supports LEP activity.

2.2.2 In the 2017/18 budget a provision of £25,000 to support the work relating to each of the Skills and the EDRAB portfolios was approved, to be funded from interest receipts. The need to continue this provision will be reviewed taking into account the estimated costs claimed against these budgets, as part of the preparation of the detailed budget report for January.

2.3 Inward Investment

2.3.1 In recent years an Inward Investment Team has been established to help co-ordinate Inward Investment Activity across the NECA area. The Team was increased to three people this year, with a gross budget of £460k. This was funded in part from a contribution of £20,000 from each authority and this £140,000 was matched by funding from the LEP, other one off funds and contributions from Enterprise Zone surpluses for activity supporting and promoting Enterprise Zones. Options for the level of activity and funding for 2018/19 are currently being discussed with the constituent councils and the North East LEP and a specific proposal will be included in the January report on detailed budget proposals for 2018/19.

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The two main options are to continue the current operation and funding at c£461k, or to continue the increased proactive activity of the team and to increase the activity of lead generation from London, with the potential to increase the Budget up to £638k. At this time it is proposed that funding continues the current operation at a level of £461k.

2.4 NECA Corporate Costs

2.4.1 The NECA budget for Corporate Costs in 2017/18 was £360,000, which was part funded by council contributions of £300,000, on an equal shares basis of £42,857 per authority, the same as in the previous year. The balance was to be funded by interest on revenue balances and treasury management cash flow activity.

2.4.2 The main areas of cost relate to support costs in relation to the Head of Paid Service, Monitoring Officer and legal costs, Chief Finance Officer and Finance costs, HR Support, Internal and External Audit, support for the Scrutiny function and NECA policy, administration and co-ordination costs and other operating costs. It is important that the NECA is able to fulfil its statutory and corporate functions effectively and that reasonable costs are funded appropriately. This need for adequate corporate capacity has been raised as an issue by Governance Committee.

2.4.3 The corporate costs include activity relating to the accountable body of the LEP and a recent Government report requires additional assurance from the Chief Finance Officer in respect of the Local Growth Fund programme. The Chief Finance Officer is also involved in the national Fair Funding review and there is a need for the Monitoring Officer and legal support to complete transitional corporate activities. The current budget is considered to be at the minimum level necessary. It is proposed that the current council contributions amounting to £300,000 be continued for 2018/19 on an equal shares basis of £42,857 per authority, with interest receipts and a planned use of reserves if this is necessary to fund corporate costs.

2.4.4 Any changes that may be needed as a result of a devolution deal can if necessary be reflected in year end adjustments or an adjustment in the following year.

2.5 Fees and Charges

2.5.1 The main fees and charges that feature as part of the NECA and Nexus budget relate to Metro Fares, the Gold Card for concessionary Travel on Metro and the Tyne Tunnel Tolls.

2.5.2 The Tyne and Wear Transport Sub-Committee will meet on 16 November and a report on Metro Fares is recommending proposals that would freeze Child single ticket prices, Pay as You Go fares and the price of the Gold Card; introduce a

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new cheaper £1 single and £2 capped daily Metro under 19 Pay as You Go ticket; with other fares increased by a minimum of 10p or RPI inflation. The changes would, if approved, be implemented from 2 January 2018 and would maintain the Metro Fare Income budget broadly in line with its current level.

2.5.3 An increase in the Tyne Tunnels tolls for class 3 vehicles (HGVs) is proposed in line with inflation, which is set out in detail in sections 2.1.17 to 2.1.20.

2.6 Reserves and Contingencies

The General Corporate Reserve of NECA was originally set at a relatively low level of £350k for 2014/15. After use of reserves in 2014/15 and 2015/16 this fell to £208k at the end of 2015/16. The general reserve increased slightly during 2016/17 to stand at £283k at 31 March 2017. The required level of the Corporate Reserve will be reassessed based upon a risk analysis taking into account risks and the resources available to meet corporate costs next year and included in the January Budget report. There is a Tyne and Wear transport reserve of £475k and a substantial financing reserve earmarked for the Tyne Tunnels. At this stage reserves are considered to be at an adequate level to manage financial risks.

3. Reasons for the Proposals

3.1 NECA is required to consult on its budget proposals two months before it determines its budget in January 2018.

4. Alternative Options Available

4.1 The Leadership Board can agree the proposals set out in this report or suggest amendments or alternative proposals to be considered as part of the budget consultation process.

5. Next Steps and Timetable for Implementation

5.1 The budget proposals will be consulted upon with constituent councils, Overview and Scrutiny Committee, Governance Committee and with the North East England Chamber of Commerce.

5.2 The draft LEP Budget will be developed and considered by the LEP.

5.3 Detailed budget proposals will be developed and responses to consultation will be taken into account in preparing the more detailed report to the January Leadership Board.

Leadership Board

6. Potential Impact on Objectives

- 6.1 The budget proposals aim to help achieve the objectives of NECA and the Strategic Economic Plan.

7. Financial and Other Resources Implications

- 7.1 The financial and other resource implications are summarised in this report where they are known. Further details which are developed as part of the consultation process will be identified in the budget report to the 16 January 2018 Leadership Board meeting.

8. Legal Implications

- 8.1 The NECA is required by virtue of the Transport Levying Bodies Regulations 1992 to issue the transport levy before the 15 February preceding the commencement of the financial year in respect of which it is issued.

- 8.2 In accordance with the Budget and Policy Framework Rules of Procedure of the NECA Constitution, at least 2 months before the calculations on the revenue budget and transport levy are required to be finalised, the Leadership Board will produce initial outline proposals to the NECA's Overview and Scrutiny Committee who can, after considering the consultation proposals and timetable, make appropriate recommendations to the Leadership Board. This report is being circulated in advance of the meeting in order to meet this two month requirement and will be amended as necessary to reflect any changes agreed at the Leadership Board meeting.

- 8.3 The Leadership Board must approve the final overall budget proposals unanimously.

9. Key Risks

- 9.1 Appropriate risk management arrangements will be put in place and reported as part of the budget report in January. Key issues to consider will be the level of reserves held and the borrowing and lending criteria applied by the Authority.

10. Equality and Diversity

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

11. Crime and Disorder

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

Leadership Board

12. Consultation/Engagement

12.1 The NECA constitution requires that consultation on its budget proposals be undertaken at least two months prior to the budget being agreed. It is proposed that the 2018/19 base budget proposals be reported to the Leadership Board on 21 November to start a consultation process, which will include the Overview and Scrutiny Committee, Governance Committee, councils and the North East England Chamber of Commerce.

12.2 The North East LEP will be considering and developing its budget from November to January. Consultation on any specific Transport proposals with service impacts in Durham, Northumberland and Tyne and Wear will be undertaken by individual councils / delivery organisations.

13. Other Impact of the Proposals

13.1 There are no other impacts arising from this report.

14. Appendices

14.1 None.

15. Background Papers

- Budget 2017/18 and Transport Levies - report to the Leadership Board 17th January 2017
- Budget Process and Timetable 2018/19 - report to the Leadership Board 19th September 2017
- Revision to Metro and Ferry Fares 2018, report to Transport North East (Tyne and Wear) Sub-Committee 16th November 2017

16. Contact Officers

16.1 Paul Woods, Chief Finance Officer, paul.woods@northeastca.gov.uk, 07446936840

17. Sign off

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

Leadership Board

18. Glossary

Balances The total level of surplus funds the Authority has accumulated over the years.

Budgets A statement of the Authority's forecast expenditure, that is, net revenue expenditure for the year.

Enterprise Zones (EZ) An area in which state incentives such as tax concessions are offered to encourage business investment

Local Growth Fund (LGF) Funding provided to local enterprise partnerships or LEPs (partnerships between local authorities and businesses) for projects that benefit the local area and economy.

North East Local Enterprise Partnership A business-led, strategic partnership, made up of eighteen representatives from across the private, public and education sectors, responsible for promoting and developing economic growth. Each of the Leaders and the Elected Mayor from our seven local authority areas are members of the North East Local Enterprise Partnership Board.

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Overview and Scrutiny Committee

Date: 14 December 2017

Subject: Metro Futures New Fleet Procurement Update

Report of: Lead Chief Executive for Transport

Executive Summary

The purpose of this report is to update the Committee on the progress to date of the Metro Futures Fleet Procurement programme.

Recommendations

The Overview and Scrutiny Committee is recommended to:

- i. Note progress made on the Fleet Procurement Project to date;
- ii. Note the current position in regard to funding arrangements for the new fleet;
and
- iii. Note that Nexus intends to seek the endorsement of the Leadership Board before commencing any procurement process for new rolling stock, rolling stock maintenance and new rolling stock maintenance facilities.

Overview and Scrutiny Committee

1. Background Information

- 1.1 The Metro and Local Rail Strategy, approved by the Leadership Board in July 2016, sets out plans to secure investment for the future of Metro operations. This includes procuring a new fleet of Metrocars to replace the current fleet, a continuation of essential renewals to 2030 and exploring the case(s) for future extensions to the Metro network, and integration with local rail. Metro Futures is the brand that brings these elements together. The strategy was developed in consultation with stakeholders and subject to a public consultation.
- 1.2 In order to secure investment for the fleet replacement and essential renewals, Outline Business Cases, developed in accordance with DfT and HM Treasury Green Book guidance were also approved by the Leadership Board in July 2016 and subsequently submitted to the DfT setting out the strategic case, indicative costs and economic case pertaining to both proposals.
- 1.3 The current Metrocars were constructed in the late 1970s, with a design life of 35 years, and have served their purpose well. However, despite undergoing two significant refurbishments, the fleet is coming to the end of its design life, with many components effectively life-expired, contributing to a very unstable operating environment, with Metrocar failures leading to delays and trains being withdrawn from service.
- 1.4 The Strategic Case for the fleet replacement sets out the problems, and implications of these on the North East and its economy, associated with the current Metro rolling stock. During the last three years, faults per kilometre have increased significantly and performance has been consistently below both Nexus' own internal target and comparator UK fleets, highlighting poor reliability. This level of poor reliability has manifested in a downward trend in customer satisfaction, culminating in Metro's lowest customer satisfaction score for seven years being obtained in November 2015. This was recently reinforced in benchmarking with other Metro systems across the world, where it is evident that the Tyne and Wear Metro has the lowest passenger satisfaction score across all 'Nova' metros. During the last three years, faults per kilometre have increased significantly and currently stand at around 7,000 km per fault. This is below both Nexus' own internal target and comparator UK fleets.
- 1.5 Since submitting the business case to DfT in July 2016 following endorsement from TNEC on 15th July and adoption from the Leadership Board on the 19th July, Nexus has been working closely with them to establish and agree a means of funding the new rolling stock.
- 1.6 On the 22nd November 2017 a milestone was reached in the Fleet Replacement

Overview and Scrutiny Committee

Programme in that HM Treasury confirmed that £337m of Capital Grant funding would be made available to fund the Fleet Replacement Programme which was the exact level Nexus requested from Government.

- 1.7 Reaching this milestone was critical to allow Nexus to commence the procurement process for the three elements of the Fleet Replacement Programme, namely; the new fleet, depot strategy and fleet maintenance arrangements.

2. Progress on Fleet Procurement Programme

9th February 2017 – TNEC – Summary of market research and consultation for new fleet of Metrocar design

- 2.1 The Transport for the North East Committee (TNEC) received a report on the 9th February 2017 providing an update on the three strands of market research:

- Transport Focus, the independent transport user watchdog;
- Nexus' own research; and,
- Nexus in collaboration with Newcastle University's Open Lab.

This asked the Committee to note the initial high-level findings and agree to receive an update report in April 2017.

20th April 2017 – TNEC – Metrocar Fleet Specification Update

- 2.2 Subsequently, a further report summarising the results of the market research and providing the high-level Fleet Specification was presented whereby the Committee were asked to endorse Nexus intention to procure a fleet of 84 Metrocars (or similar capacity achieved with 42 trains) with features described therein. It was resolved at the meeting that further information would subsequently be required to be brought to a future meeting for the recommendation to be considered again. Having said that, the information within the report explained of the key features required within the specification due to the immovable constraints of the existing Metro infrastructure included:

- 1500 Volt (DC) overhead power supply;
- Non-standard gauging (tunnels & structures) such as a 3.7m height restriction;
- Low weight carrying capacity of some railway structures (12.5 tonnes);
- Tight radius curves – down to 50m radius on parts of the network;
- Rail Vehicle Accessibility Regulations (RVAR) compliance, e.g. max distance between train and platform of 75mm and max height difference between train and platform of 50mm; and
- Compatibility with Nexus and Network Rail infrastructure, systems e.g.

Overview and Scrutiny Committee

signalling, and Telecommunications.

- 2.3 In addition, Nexus also specified the intention to include the following improvements to maximise flexibility and efficiency of the fleet:
- Provision for dual voltage and/or 'off wire' running upgrade; and
 - Regenerative braking.
- 2.4 In the market research the following areas were highlighted by many customers as areas to improve, and Nexus therefore proposes to incorporate them into the specification:
- More space for luggage, buggies and wheelchairs;
 - Improved CCTV;
 - Modern-feeling internal décor;
 - Real time information;
 - Electronic information screens; and
 - WiFi and charging points.
- 2.5 Some aspects relating to the train interior had market research results which were less clear, and in these circumstances an element of judgement was required. These were identified within the report to be considered for endorsement and are provided below:
- The specification to include a preference for new Metrocars to have a linear (or 'longitudinal') seating arrangement;
 - Air conditioning is likely to be fitted as standard, and this is to be confirmed during formal market consultation. In order for air conditioning to function effectively, vehicles cannot also have opening windows; and
 - Train configuration is to be left to manufacturers to determine.

The Leadership Board considered the matter of new Metrocar seating layout at its meeting on 21st November 2017 and, while indicating a preference for longitudinal seating, agreed that the matter should be determined by the Transport North East Committee. That Committee met on 30th November 2017 and, after a full debate voted in favour of a resolution to 'endorse Nexus' intention to specify longitudinal seating in the fleet specification for the new fleet of Metrocars.

20th June 2017 – NELB – Metro Fleet Replacement Project, Funding and Contract structure options

- 2.6 On the 20 June 2017 the North East Leadership Board (NELB) received a presentation on the Metro Futures Project (or 'Phase 3' Asset Renewal

Overview and Scrutiny Committee

Programme). This presentation provided information on the proposal encompassing the rolling stock replacement, the fleet maintenance and the depot. The next steps for the programme were provided whereby Nexus anticipated a Ministerial approval of a funding agreement by September 2017.

13th July 2017 – TNEC – Metro Futures update and Fleet Procurement Strategy

- 2.7 A report was submitted on the 13th July 2017 to TNEC requesting the Committee provide relevant feedback on its content to the Leadership Board to aid its decision-making in respect of Nexus' proposed procurement process for new rolling stock, rolling stock maintenance and new rolling stock maintenance facilities.
- 2.8 Further content on the fleet specification was provided within this report such as that the fleet would be required to have a 35-year design life as a minimum. It was also explained that many of the requirements are essentially mandated, given constraints in regard to the Metro network and hence any new fleet will need to ensure it interfaces with Nexus' existing infrastructure and systems in particular the 1500V DC operating supply voltage, non- standard vehicle gauge, and load limitations of certain structures around Nexus' infrastructure. The specification ensures the fleet will meet the Rail Vehicle Acceptance Regulations (RVAR) and support Nexus' Disabled Person's Protection Policy (DPPP). The fleet will be specified to meet or exceed modern regulations and standards such as Railway Group Standards and associated best practice guidance.
- 2.9 The report also explained that the specification acknowledges and ensures that the combined findings of the market research (reported to TNEC on 20 April 2017) are embedded within vehicle design. The research made it clear that the priority for the customer in regard to the new fleet is high reliability and this will be driven by the specification and the performance regime in the contractual arrangements Nexus will enter into with the train manufacturer.
- 2.10 Some information on a preference for a linear style seating layout was also provided however, the decision was made that further analysis by Nexus would be undertaken on the research findings and presented to the Committee within a later report.
- 2.11 Information was also provided in regard to the Metrocar Maintenance Depot Strategy whereby a piece of work was commissioned which assessed the feasibility of potential depot locations surrounding the network against a range of criteria such as location, site details, planning considerations, rail and road access, capital cost implications and programme and procurement risk. 29 locations around the Metro network were identified however, of the shortlisted locations the current site at Gosforth emerged as the most appropriate.
- 2.12 Although the redevelopment of Gosforth is the preferred option, this is not without

Overview and Scrutiny Committee

challenges. In order to redevelop the existing site and construct a new maintenance facility, whilst all the time allowing the depot to remain operational, it will be necessary to temporarily relocate around 20 Metrocars to an 'out-stabling' facility in order to provide space for the construction works. This report highlighted that the most appropriate site identified at that time was land adjacent to Shields Road, Newcastle, which is the site of a former manufacturing facility, and discussions are underway with the current landowner.

3. Reasons for the Proposals

- 3.1 The purpose of this report is to provide an opportunity for the Committee to review progress to date on the Metrocar Fleet Replacement Programme.

4. Alternative Options Available

- 4.1 Not applicable.

5. Next Steps and Timetable for Implementation

- 5.1 On the 22nd November 2017, Nexus received notification from Secretary of State that £337m of Capital Grant funding would be made available to fund the Fleet Replacement Programme which was the exact level Nexus requested from Government. A further £25m will be required in the form of a local contribution to meet the £362m needed for the contract. Nexus intends to seek the endorsement of Leadership Board before commencing the procurement process for new rolling stock, rolling stock maintenance and new rolling stock maintenance facilities.

6. Potential Impact on Objectives

- 6.1 The proposal for Metro's future is important in meeting objectives set out in the Metro and Local Rail Strategy, 2016, particularly in terms of:
- Providing Metro and local rail services that are reliable, accessible and comfortable with high levels of customer satisfaction, within available resources; and
 - To grow the Metro and local rail network and their modal share as part of an integrated public transport network.

7. Financial and Other Resources Implications

- 7.1 HM Treasury have confirmed that Capital Grant funding of £337m will be made available to fund the Fleet Replacement Programme. A further £25m will be required as a local contribution from the North East Combined Authority to meet

Overview and Scrutiny Committee

the £362m needed for the contract. This was publically announced within the Autumn Statement on the 22nd November however, discussions with DfT regarding the specifics of the funding offer including funding profile and conditions are ongoing.

8. Legal Implications

8.1 There are no legal requirements or implications within this report.

9. Key Risks

9.1 In order to ensure the project for fleet delivery is successful, Nexus has developed a fully monetised comprehensive risk register which is in place for the Metro Futures Project and is updated periodically.

10. Equality and Diversity

10.1 The design of the new Metrocars will be fully compliant with the latest accessibility guidelines from Government.

11. Crime and Disorder

11.1 There are no crime and disorder implications in this report.

12. Consultation/Engagement

12.1 Market Research and Consultation has been undertaken for the future design of new Metrocars. Nexus has developed a Communications Plan in conjunction with the Department for Transport, which is a robust process to capture all stakeholder interaction and engagement. It also facilitates tracking of activity and forward planning and co-ordination of activity across the project team and its support functions.

The plan contains a programme of external-facing outputs to keep stakeholders updated and inspired by progress towards new fleet introduction, underlining the importance of the project to the future prosperity of North East England. The plan has led to Nexus gaining support for its proposal from stakeholders such as the North East Local Enterprise Partnership (NELEP), North East England Chambers of Commerce, Federation of Small Businesses and the Confederation of British Industry along with over one hundred local businesses through a series of showcase events around the North East.

13. Other Impact of the Proposals

Overview and Scrutiny Committee

- 13.1 The NECA Transport Manifesto, the Strategic Economic Plan and Local Transport Plans all set out the importance of investing in a new fleet of Metrocars, for continued operation of the Metro system.

14. Appendices

- 14.1 None

15. Background Papers

- 15.1 As detailed within this report:

15th July 2016 – TNEC – Metro Fleet and Infrastructure Renewal

9th February 2017 – TNEC – Summary of market research and consultation for new fleet of Metrocar design

20th April 2017 – TNEC – Metrocar Fleet Specification Update

20th June 2017 – NELB – Metro Fleet Replacement Project, Funding and Contract structure options

13th July 2017 – TNEC – Metro Futures update and Fleet Procurement Strategy

16. Contact Officers

- 16.1 Tobyn Hughes, Managing Director (Transport Operations)
Tobyn.Hughes@nexus.org.uk; 0191 203 3246

17. Sign off

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

Use ✓

18. Glossary

Overview and Scrutiny Committee

DfT Department for Transport

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Overview and Scrutiny Committee

Date: 14 December 2017

Subject: Monitoring Nexus' Performance

Report of: Managing Director (Transport Operations)

Executive Summary

The report demonstrates that Nexus is on target to deliver the majority of objectives in its Corporate Business Plan for 2017/18, with Metro performance continuing to improve despite the many challenges North East Metro Operations Limited faces in relation to the ageing fleet of Metrocars, a year-end budget forecast that is also better than originally budgeted for, but weak performance in Metro patronage that is currently forecast to impact on our fare revenue budget.

In addition, a failure to the power supply to the Metro depot on Sunday 29th October caused major disruption to the system. Trains were unable to enter service and, although engineers restored power by mid-evening, the solution came too late to avoid major disruption around the region during the course of the day.

Recommendations

The Overview and Scrutiny Committee is recommended to note and given opportunity to comment on the report and the attached appendix giving details of Nexus' corporate performance in delivering services and projects over the twenty-four weeks to 16th September 2017/18.

Overview and Scrutiny Committee

1. Background Information

- 1.1 Although occurring after the period under review in this report, the Committee are advised that on Sunday 29th October a major and sudden fault with the substation which provides high voltage power to the Metro Depot in South Gosforth meant that no trains could leave the depot for the start of service. Despite attempts to shunt Metrocars out of the depot, Nexus was forced to advise passengers to seek other forms of transport. This was a major failure which affected retailers, service providers and sports and cultural events taking place in the region. Nexus has apologised for the incident and provided an update to the Transport North East (Tyne and Wear) Sub-Committee at its meeting on 21st November 2017.
- 1.2 This report provides a review of Nexus' performance against its Corporate Business Plan (CBP) targets and objectives over the twenty-four weeks from 1 April to 16 September 2017, with particular emphasis on the eight weeks from 23 July to 16 September (Periods 5 & 6) the first sixteen weeks (Periods 1 to 4) having been covered in an update report to the meeting of the Sub Committee on 14 September.
- 1.3 Nexus' CBP for 2017/18 has three main themes and sixteen workstreams. These are used in the attached appendix to set out the key considerations when describing the progress being made using a Red/Amber/Green (RAG) status analysis.
- 1.4 Of the 16 workstreams:-
- Thirteen are rated 'Green' in status, four from six in Theme 1 'Deliver public transport today'; five from six in Theme 2 'Prepare for the future', and all four in Theme 3 'Focus on organisational effectiveness'.
 - The 'Amber' workstreams relate to Theme 1 'Deliver public transport today': 'Improve Metro performance' and 'Embed new technology' and Theme 2 'Prepare for the future': 'Obtain a new Fleet and prepare for the new Metro contract'.
- 1.5 Metro's average punctuality for the eight weeks ending 16 September was 90.3%, exceeding the target of 87.2%. Over the equivalent eight weeks last year punctuality averaged 86.7%.
- 1.6 Total Metro ridership for the eight week period was 5.401m, 4.3% below the target of 5.643m. Cumulative ridership for the year as at 16 September stands at 16.726m versus the target of 17.250m (-3.0%).
- 1.7 In regards Metro fare revenue, now that six periods have elapsed, it is becoming apparent that fare revenue is likely to be lower than budget by the end of the financial year. Whilst it is still too early at this stage to forecast with a high degree of

Overview and Scrutiny Committee

confidence a range of possible outcomes show that as at period 6, the fare revenue shortfall for 2017/18 is expected to be between £0.300m and £0.600m below the budget set of £45.098m, with a further £0.100m reduction due to a deterioration in Nexus' share of the Network One (NTL) market. This is equivalent to a 0.9% to 1.6% variation from the base budget.

- 1.8 As a result, the Metro fare revenue forecast has been reduced by £0.400m this period; this will be kept under close review during the remainder of the year.
- 1.9 As at the end of period 6 of 2017/18, a budget surplus of £1.140m is now being forecast.
- 1.10 Appendix 1 provides a fuller review of Nexus' performance against the business plan over the period from 1 April 2017 to 16 September 2017.

2. Proposals

- 2.1 There are no specific proposals for decision arising from this periodic performance monitoring update report.

3. Reasons for the Proposals

- 3.1 There are no proposals for decision arising from this periodic performance monitoring update report.

4. Alternative Options Available

- 4.1 There are no proposals from on which to base alternative options arising from this periodic performance monitoring update report.

5. Next Steps and Timetable for Implementation

- 5.1 A report updating on Nexus' performance will be presented to each scheduled meeting of the Transport North East (Tyne and Wear) Sub-Committee in order to enable the required monitoring considerations and assurance activity to take place in accordance with the NECA's Constitution and the role and functions that are thereby delegated to the Transport North East (Tyne and Wear) Sub-Committee.

6. Potential Impact on Objectives

- 6.1 Monitoring Nexus' performance helps to provide assurance that the NECA's policies and objectives are being implemented efficiently and effectively in accordance with the approved plan.

7. Financial and Other Resources Implications

Overview and Scrutiny Committee

7.1 There are no direct financial or resource considerations arising from this periodic performance monitoring update report.

8. Legal Implications

8.1 There are no direct legal considerations arising from this periodic performance monitoring update report.

9. Key Risks

9.1 There are no direct risk considerations arising directly from this report, though monitoring and reviewing performance information plays an important role in risk management. A separate review of Nexus' corporate risk register is provided to each meeting of the Transport North East (Tyne and Wear) Sub-Committee in parallel with this report.

10. Equality and Diversity

10.1 There are no specific equalities and diversity considerations arising from this periodic performance monitoring update report.

11. Crime and Disorder

11.1 There are no specific crime and disorder considerations arising from this periodic performance monitoring update report.

12. Consultation/Engagement

12.1 There are no specific consultation or engagement considerations arising from this periodic performance monitoring update report.

13. Other Impact of the Proposals

13.1 There are no direct proposals arising from this periodic performance monitoring update report, and therefore no consequential impacts.

14. Appendices

14.1 Appendix 1 to this report shows the Red/Amber/Green (RAG) analysis pertaining to progress against the three theme/sixteen workstreams contained in Nexus' Corporate Business Plan for 2017/18 to 2019/20, as approved by Transport North East (Tyne and Wear) Sub-Committee meeting on 26 January 2017, and identifies key considerations taken into account by Nexus' Senior Leadership Team in arriving at the ratings.

Overview and Scrutiny Committee

15. Background Papers

- 15.1 Nexus' Corporate Business Plan 2017/18 to 2019/20 as considered and approved at the Transport North East (Tyne and Wear) Sub-Committee meeting held on 26 January 2017.

16. Contact Officers

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

17. Sign off

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

18. Glossary

The meaning of any abbreviations used is explained in the body of the report.

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Theme 1: Deliver public transport today		
Workstream:	RAG Status	Key Considerations:
Improve Metro performance (RAG Status: Amber)	A	Average service punctuality for the eight weeks ending 16 September was 90.3%, exceeding the target of 87.2%. Over the equivalent eight weeks last year punctuality averaged 86.7%.
		The May 2017 Metro customer satisfaction tracking survey resulted in an overall score of 7.78, higher than the previous score of 7.73 obtained in November 2016 and the score of 7.45 from May 2016. A Metro improvement action plan, including training for Customer Services staff, is in place to provide a planned and co-ordinated attempt to further improve customer satisfaction. The results of the November 2017 survey will be available for the January 2018 performance update.
		Total Metro ridership for the eight weeks was 5.401m, 4.3% below the target of 5.643m. Cumulative ridership in the year to 16 September was 16.726m, 3.0% below the target of 17.250m and 2.7% below the 17.191m reported at this point in the prior year. (NB The position on farebox revenue is dealt with in 'Service review to balancing the budget' under Theme 3).
		Over the eight week period ending 16 September Metro's peak fleet availability was good, with the service requirement for 74 cars being met on 68 (87%) of the 78 weekday morning peaks. Metro Services staff had cleared the maintenance issues affecting the previous eight weeks when peak fleet availability was poor with the 74 car requirement being met on 20 (26%) of the 78 peaks. There were therefore fewer peak service cancellations.
Enhance local and national rail services (RAG status: Green)	G	In the respective Franchise Agreements both Northern and TransPennine Express have to consider the provision of Boxing Day services and have been asked to identify proposals for Rail North consideration by mid-October.

Embed new technology (RAG status: Amber)	A	After the tariff changes associated with the fares review a series of three planned upgrades to the software for the ticketing and gating system will start in January and complete in March.
		The installation of new components to further improve security of card transactions through Ticket Vending Machines will also commence in January 2018.
Deliver the Metro Asset Renewal Plan (RAG status: Green)	G	The Metro Asset Renewal Plan (ARP) expenditure forecast for 2017/18 at 16 September was £31.9m and the actual out-turn for the year is expected to fall within maximum/minimum targets set by the Department for Transport (DfT).
		Renewal of the Killingworth Road Bridge was completed successfully and service resumed on 3 September as planned. Further non-disruptive works are continuing to restore temporary cable diversions and hand over the site to allow progression of highway works, separately commissioned by Newcastle City Council.
		Track renewal work in the summer blockade between Northumberland Park and South Gosforth also completed to programme allowing service to resume on 3 September. Further weekend and 'Control of Line' works will be carried out in October as planned, in order to finalise the works.
		Detailed survey and investigation work for the renewal and refurbishment of track from Gateshead Stadium to South Shields station is taking place. Initial design documentation is expected to be submitted in October. Work on site is planned to commence in mid-2018.
		A significant radio system milestone has been achieved, which should allow installation of equipment in Network Rail's Tyneside Control Centre, covering operation between Pelaw and South Hylton. This will enable full rollout of on-train equipment which follows successful pilot installations. This is currently programmed to complete in 2018/19.
		Refurbishment of five stations on the Airport line (Callerton, Bankfoot, Kingston Park, Fawdon and Wansbeck Road) has started. Refurbishment of Monkseaton, West Monkseaton and Cullercoats station will commence in November. Detailed designs are also being finalised for Shiremoor, Palmersville, Benton and Longbenton station refurbishments. Work is planned to commence at these

		stations in early 2018.
		Commissioning of live multifunctional relays in the power supply is expected to complete in November and will improve the resilience of Metro operations when power supply faults occur.
Deliver non-ARP capital projects (RAG status: Green)	G	The Non Metro capital programme forecast expenditure for 2017/18 at 16 September was £3.174m. This forecast includes £0.884m in respect of the Metro Maintenance and Renewals Skills Centre project in South Shields town centre where £7.0m of LGF funding was recently approved by the Leadership Board.
		Repairs to the Ferry landings are substantially complete ahead of the autumn and winter period, with discussions now taking place with the contractor on the outstanding work.
Deliver and develop public transport services and (RAG status: Green)	G	Changes and simplification of bus fares for Under 19s, highlighted by the Overview and Scrutiny policy review on transport related barriers to education, employment and training and furthermore recommended by the Fares for Young People task and finish group, were introduced in September 2017 by all three commercial bus operators and Nexus (for secured bus services) to streamline eligibility criteria. A proposal to introduce a single and return fare for Under 19s on Metro will be considered by this Sub-Committee on today's agenda and discussions are also progressing separately with regard to the potential for multi-operator and multi-modal ticketing products for under-19s.
		The Nexus Live Travel Map real time journey planning tool has been enhanced with several new features: A blue 'I am here' dot; a return to current location button, and the ability to capture a postcode search as a URL which can be embedded in a web page. This will be added to Metro station pages on the Nexus website to aid passengers at times of disruption.
		Nexus is making final preparations for the bulk renewal of almost 200,000 English National Concessionary Travel Scheme (ENCTS cards) which expire in March 2018. A publicity campaign to encourage ENCTS card holders to update change of address is ongoing together with a web based option for renewal. Nexus Travel shops will also provide assistance during the renewal process.
		The Shields Ferry has seen 251,907 boardings in the year

		to 16 September, 4.9% below the target of 265,040 and 1.9% below the 257,020 boardings recorded at the same point last year. As at 16 September punctuality was 99.7% and reliability only very slightly below at 98.7%, due to 17 sailings being lost on one of the vessels when it was out of service for urgent repairs due to a leak in an oil feed pipe.
		Bus, Ferry and Metro services were delivered successfully on 10 September for the Great North Run, with no major incidents.
		Nexus will now consider any implications for its secured bus services over the Christmas period, following notification from commercial bus service operators of their intended coverage.

Theme 2: Prepare for the future		
Workstream:	RAG Status	Key Considerations:
Obtain a new Fleet and prepare for the new Metro contract (RAG status: Amber)	A	Discussions with the Department for Transport (DfT) and indications from the Treasury to date confirm that the government now accepts the need for new rolling stock for the Metro system. However the quantum of funding and contract structure is still to be agreed.
		There have been delays in obtaining central government approval of the business case, which now awaits decision at Ministerial level.

<p>Secure long term improvements to Metro's infrastructure (RAG status: Green)</p>	<p>G</p>	<p>The future of Nexus' Essential Renewals programme will be considered by DfT's Rail Investment Board and a decision is anticipated by the end of 2017.</p>
<p>Plan for the expansion of Metro and local rail networks (RAG status: Green)</p>	<p>G</p>	<p>Discussions have taken place with all NECA authorities' transport leads to inform the development of possible Metro extension proposals. In addition, 'Lessons Learnt' meetings have also been held with other Metro operators.</p> <p>Discussions with North Tyneside Council regarding the potential for new Metro stations at Murton Gap and Killingworth are ongoing.</p> <p>Nexus is working with Gateshead Council to explore the potential for a new station on Network Rail infrastructure to support the proposed entertainment arena, conference and exhibition centre development at Gateshead Quays.</p>

Plan for local bus service improvements (RAG status: Green)	G	<p>Work continues on a new NECA Bus Strategy, with workshops taking place with partners and key stakeholders over recent months.</p>
		<p>Government intends to publish statutory guidance on how to make use of the Bus Services Act 2017 alongside related secondary legislation by the end of the year.</p>
Innovate through technology (RAG status: Green)	G	<p>Transport for the North (TfN) and partner authorities, including Nexus are being asked to agree Heads of Terms for the development of a specification for an Account Based Ticketing (ABT) Back Office which is intended to allow use of bank cards and mobile devices to pay for journeys. The timescale is still fluid owing to delays in accessing TfN financial modelling and legal documentation.</p>
		<p>Nexus is working with the NECA, Surrey University and Sunderland Software City to develop a test bed and series of trials for 5G Technologies across the North East. A Project Team has now been mobilised, whose initial task is to develop a funding application for consideration by the Department for Digital, Culture, Media and Sport, when an appropriate bidding round is identified.</p>
		<p>ITSO (the National Standards body for Smart Ticketing) is seeking to support a Host Card Emulation (your phone becomes your POP Card) trial on Tyne and Wear Metro. A “Proof of Concept” test on Nexus’ system was successfully completed in September.</p>
Secure investment in public transport assets (RAG status: Green)	G	<p>Intrusive surveys, to test the fabric of Sunderland station, are underway and will be the subject of report in December. Network Rail (the station owner) aims to be in a position to provide budget estimates on the options for the re-development of the station before the New Year. In addition, the Outline Business Case, which will include an indicative Benefit:Cost Ratio (BCR) for the scheme, is on target for completion in early 2018-19.</p>

Theme 3: Focus on organisational effectiveness		
Workstream:	RAG Status	Key Considerations:
Refine training and succession planning (RAG status: Green)	G	Having established NEMOL arrangements are being made to standardise the approach to succession planning across the Nexus' group.
		Nexus is subject to the Apprenticeship Levy and proposals are being formulated to make appropriate use of the new funding system in 2018/19.
Ensure Nexus is an employer of choice (RAG status: Green)	G	Nexus' Disciplinary, Wellbeing and Recruitment policies are currently under review.
		A new Occupational Health Services provider has begun awarded a three year contract with Nexus which started on 1 September 2017.
Focus on health, safety and the environment (RAG status: Green)	G	Nexus has had a continuous period of 92 days without a RIDDOR (regulations relating to formal notification of accidents and incidents) reportable accident to the end of P6 (16 September).
		The trend for Nexus' Accident Frequency Rate (calculated over 13 periods) continues to be favourable at 0.09.
		During P6 there were two (non-RIDDOR) accidents to contractors' staff working on Nexus' properties or infrastructure, taking the total to 3 in the year to date.
		In the year to 16 September the 'Close Call' reporting system had received 48 submissions, providing valuable learning opportunities.
		One signalling wrong-side failure (WSF) occurred during P6 when a training train failed to occupy a track circuit on the Depot Avoiding Line.
Service review to balancing the budget (RAG status: Green)	G	Now that six periods have elapsed, it is becoming apparent that fare revenue is likely to be lower than budget by the end of the financial year. Whilst it is still too early at this stage to forecast with a high degree of confidence a range of possible outcomes show that as at period 6, the fare revenue shortfall for 2017/18 is expected to be between £0.300m and £0.600m below the budget set of £45.098m, with a further £0.100m reduction due to a deterioration in Nexus' share of the Network One (NTL) market. This is equivalent to a 0.9%

		to 1.6% variation from the base budget.
		As a result, the Metro fare revenue forecast has been reduced by £0.400m this period; this will be kept under close review during the remainder of the year.
		As at the end of period 6 of 2017/18, a budget surplus of £1.140m is now being forecast.

Overview and Scrutiny Committee

Date: 14 December 2017

Subject: Forward Plan and Scrutiny Work Programme

Report of: Monitoring Officer

Executive Summary

The purpose of this report is to provide Members with an opportunity to consider the items on the Forward Plan for the current 28 day period and the proposals for a revised and updated Work Programme for 2017/18.

Recommendations

The Overview and Scrutiny Committee is recommended to:

1. Consider the Forward Plan and provide any comments on the proposals for the updated Work Programme for 2017/18;
2. Invite members to comment on the proposal for a workshop planning meeting to be held in either mid-January or on the same day as the committee meeting in February. It is intended that the workshop will include:
 - Work planning for 2018/2019; including the implications of a North of Tyne Devolution deal
 - NECA Overview and Scrutiny - Decision Making and Call-In Protocol

Overview and Scrutiny Committee

1. Background Information

- 1.1 The Forward Plan is a document which NECA is required to maintain under the Combined Authorities (Overview and Scrutiny, Access to Information and Audit Committees) Order 2017. The Forward Plan is published on NECA's website and lists the decisions that the North East Combined Authority intends to take in the coming months and must include all decisions to be made in the next 28 days. The Forward Plan 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.
- 1.2 Details of each decision are included on the Forward Plan 28 days before the report is considered and any decision is taken. There are special procedures for circumstances where publication 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.

2. Role of Overview and Scrutiny

- 2.1 The Overview and Scrutiny Committee examine any decision of the Authority – be that by the principal decision making body or a committee or officer holding delegated authority. This Scrutiny occurs in public and ensures democratic and public accountability.
- 2.2 One of the main functions of this Committee is the review and scrutiny of decisions 'Key Decisions' made by the North East Leadership Board (NELB), the Transport North East Committee (TNEC), Transport North East (Tyne and Wear) Sub-Committee (TWSC) and 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.
- 2.3 It is NECA's practice to include formal decisions on the forward plan to maximise the opportunity for review and scrutiny. In considering items in the Forward Plan, the Overview and Scrutiny Committee should determine which areas scrutiny can add most value to in relation to the decision being made
- 2.4 The Forward Plan at the date this paper was issued is attached marked as Appendix 1. The up to date forward plan is always published at <https://www.northeastca.gov.uk/committee-meetings/forward-plan>.

3. Annual Work Programme

- 3.1 The work programme has been compiled to allow the Overview and Scrutiny Committee to have an overview of all performance, decision-taking and developments within the NECA, as well as being focused and flexible to allow for new issues and recognising the capacity of the scrutiny committee to respond in a

Overview and Scrutiny Committee

timely way to emerging developments throughout the year. The Plan allows the Committee to take a longer term view than the Forward Plan, adding a longer term perspective to the Committee's work.

3.2 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 Authority);
- b) Suggestions from the Scrutiny Officer or NECA Chief Officers;
- c) The Budget and Policy Framework;
- d) The Forward Plan;
- e) The three Thematic Leads; or,
- f) Evidence for any policy review work.

3.3 The Annual Work Programme is attached as Appendix 2.

4. Reasons for the Proposals

4.1 The report proposes to provide Members with an opportunity to consider the items on the Forward Plan for the current 28 day period and the updated Annual Work Programme for 2017/18.

5. Alternative Options Available

5.1 Committee members are asked to input on any additional items as part of continued planning for the Work Programme for 2017/18. The preferred option is for members to consider the Forward Plan and the updated Work Programme for 2017/18.

6. Next Steps and Timetable for Implementation

6.1 In considering the Forward Plan, Members are asked to consider those issues where the Scrutiny Committee could make a contribution and add value.

6.2 If the Overview and Scrutiny Committee determines to review or scrutinise a decision notified in the Forward Plan, a meeting of the Committee will be arranged to allow scrutiny members to carry out their role in a timely way.

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

6.4 Following discussions with the Chair and Vice Chair of the Overview and Scrutiny Committee, we propose that a workshop planning meeting is held to discuss the work programme for the forthcoming year; including the implications of a North of Tyne

Overview and Scrutiny Committee

Devolution deal and also to touch upon the proposals for an updated NECA Overview and Scrutiny, Decision Making and Call-In Protocol. It is Officers' preference that this is held in January, or February together with the planned Committee meeting.

6.5 The preference of a January workshop will allow for any approval of the NECA Overview and Scrutiny, Decision Making and Call-In Protocol.

6.6 A workshop planning meeting to explore the work programme for 2018/2019 is also to be considered, with a suggestion to follow the February meeting. This will allow Members the opportunity to plan ahead on a longer term basis.

6.7 Further work will be undertaken to explore decision making guidance that is being refreshed for Officers of NECA, and the Committee will be kept updated of any changes.

7. Potential Impact on Objectives

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

8. Financial and Other Resources Implications

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

9. Legal Implications

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

10. Key Risks

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

11. Equality and Diversity

11.1 Not applicable.

12. Crime and Disorder

12.1 Not applicable.

Overview and Scrutiny Committee

13. Consultation/Engagement

13.1 On-going consultation takes place with Officers and Scrutiny Members across the NECA in regards to the items for the Annual Work Programme as Appendix 2.

13.2 The development of a work programme planning session for 2017/2018 is to be organised as suggested within this report.

14. Other Impact of the Proposals

14.1 The proposals consider the wider impact and take into account the Principles of Decision Making as set out in the NECA Constitution. They allow Members consideration of the items on the Forward Plan and allow them the opportunity to have an overview of all performance, decision making and developments across NECA.

15. Appendices

15.1 Appendix 1 – Forward Plan

15.2 Appendix 2 – Annual Work Programme

16. Background Papers

16.1 None

17. Contact Officers

17.1 Nicola Laverick, Policy and Scrutiny Officer
Email: nicola.laverick@northeastca.gov.uk
Telephone Number: 07342 069 369

18. Sign off

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

19. Glossary

Overview and Scrutiny Committee

NECA - North East Combined Authority

NELB - North East Leadership Board

North East LEP - North East Local Enterprise Partnership



Forward Plan of Decisions

Published 5 December 2017 *

The Forward Plan for the North East Combined Authority (NECA) is prepared and published by the Monitoring Officer for the purpose of giving the 28 days' notice of decisions that are planned to be taken by the NECA, its committees or a Chief Officer, which impact on the key areas of the NECA, namely Transport, Economic Development, Regeneration, Skills and Inclusion.

Unless otherwise indicated, if you require any further information or wish to make representations about any of the matters contained in the Forward Plan, please contact the appropriate officer as detailed against each entry at least 7 days before the meeting.

***The most recent entries are referred to as "NEW". Updated entries are referred to as "Updated". Items withdrawn since the last publication are referred to as "Withdrawn", and following that will be removed altogether.**

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
A. North East Leadership Board (Leadership Board)							
LB 11 (a)	12 December 2017 Extraordinary Meeting	Leadership Board	<p>Project Approvals - International Advanced Manufacturing Park (IAMP) (confidential report)</p> <p>This report seeks approval of release of Local Growth Fund grant of c £41.15m and substantial Enterprise Zone Infrastructure Funding support to be funded by retained Business Rate growth Income, following appraisal and approval by the LEP of the business case.</p>	Economic Development and Regeneration Transport	Local Enterprise Partnership	None	Paul Woods Chief Finance Officer 07446936840 paul.woods@north-eastca.gov.uk
LB 11 (b)	12 December 2017 Extraordinary Meeting	Leadership Board	<p>Project Approvals – Gateshead Quays (confidential report)</p> <p>This report seeks approval of release of Local Growth Fund</p>	Economic Development and Regeneration Transport	Local Enterprise Partnership	None	Paul Woods Chief Finance Officer 07446936840 paul.woods@north-eastca.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			grant of c £5m following appraisal and approval by the LEP of the business case.				
LB 12 (a)	16 January 2018 (Standing Item)	Leadership Board	Update reports on the following thematic lead areas: a) Economic Development and Regeneration; b) Employability and Inclusion; and c) Transport (and Digital Connectivity)	All	a) EDR: NECA Elected Members and officers; NELEP Members and officers b) To be confirmed c) To be confirmed	a) EDR: North East Strategic Economic Plan – More and Better Jobs b) Held by the Contact Officer c) Held by the Contact Officer	a) Sarah McMillan Corporate Lead Strategic Development 0191 424 7948 sarah.mcmillan@sothtyneside.gov.uk b) Janice Rose Economic and Inclusion Policy Manager 01670 624747 Janice.rose@northumberland.gov.uk c) Tobyng Hughes Managing Director (Transport Operations) (0191) 2033246 Tobyng.hughes@nexus.org.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
LB 12 (b)	16 January 2018 (Standing Item)	Leadership Board	Project Approvals - Local Growth Fund Projects Approval of release of Local Growth Fund grant, following appraisal and approval by the LEP of business cases for schemes already included in the LGF programme.	Economic Development and Regeneration Transport	Local Enterprise Partnership	None	Paul Woods Chief Finance Officer 07446936840 paul.woods@north-eastca.gov.uk
LB 12 (c)	16 January 2018	Leadership Board	Budget 2018/19 and Transport Levies The Leadership Board is recommended to agree the revenue budget and the Transport Levies as set out in the report.	Corporate Issue	Consultation with statutory officers	Budget report to Leadership Board 21 November 2017	Paul Woods Chief Finance Officer 07446936840 paul.woods@north-eastca.gov.uk Eleanor Goodman Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk
LB 12 (d)	16 January 2018	Leadership Board	Capital Programme 2018/19 and Treasury	Corporate Issue	Consultation with statutory officers	Budget report to Leadership Board 21	Paul Woods Chief Finance Officer

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>Management Policy and Strategy 2018/19</p> <p>The Leadership Board is recommended to agree the capital programme for 2018/19 and its funding as set out in the report, and agree the Treasury Management and Investment Policy and Strategy for 2018/19.</p>			November 2017	<p>07446936840 paul.woods@northeastca.gov.uk Eleanor Goodman Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk</p>
LB 12 (e)	16 January 2018	Leadership Board	<p>Contractual and financial arrangements for the procurement of new rolling stock for the Tyne and Wear Metro</p> <p>Leadership Board is asked to approve the proposed contractual and financial arrangements for the procurement of new rolling stock for the Tyne and Wear Metro.</p>	Transport	The report has been prepared through Nexus' internal reporting arrangements and submitted to TNEC on 13 th July 2017.	None	<p>Tobyn Hughes, Managing Director Transport Operations (0191) 2033246 Tobyn.hughes@nexus.org.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
LB 12 (f)	16 January 2018 (moved from 21 November 2017)	Leadership Board	<p>The setup of a not for profit company – Company Limited by Guarantee.</p> <p>The Leadership Board is asked to agree to delegate to the Head of Paid service, on the advice of and in consultation with the Chief Financial Officer and Monitoring Officer, authority to take all steps necessary or desirable to establish a company limited by guarantee (without limitation, to approve the form of the company's constitutional documents and other documents to be filed in connection with the formation of the company).</p>	Corporate Issue	Consultation and approval for this delegated decision has taken place with the Executive Director NELEP/Head of Paid Service for NECA and the NELEP Board.	NELEP Board Report	Michelle Rainbow Skills Director, NELEP 0191 338 7439 Michelle.rainbow@nelep.co.uk
B. Transport North East Committee (TNEC)							

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
TN 5 (a)	8 February 2018 (Standing Item)	TNEC	Transport Plan for the North East This standing item provides a regular update on progress in developing the NECA's Transport Plan	Transport	Wide public consultation will take place on the Transport Plan, in line with statutory guidance.	"Our Journey" – the NECA Transport Manifesto published at http://www.northeastca.gov.uk/sites/default/files/file_attachments/NECA%20Transport%20Manifesto_1.pdf	Tobyn Hughes Managing Director Transport Operations (0191) 2033246 Tobyn.hughes@northeastca.gov.uk
TN 5 (b)	8 February 2018 (Standing Item)	TNEC	Capital Programme Monitoring Report This standing item provides the Transport North East Committee with a progress update in relation to delivery of the transport related capital programme. This is a requirement of the NECA constitution and is a	Corporate issue	Consultation on the capital programme with Treasurers and Chief Executives, and capital programme agreed in April 2016.	NECA Budget and Capital Programme	Eleanor Goodman Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			function delegated to TNEC.				
TN 5 (c)	8 February 2018 (Standing Item)	TNEC	Revenue Budget Monitoring Report This standing item provides the Transport North East Committee with a progress update in relation to how the transport related budgets for the delivery agencies are being managed. This is a requirement of the NECA constitution and is a function delegated to TNEC.	Corporate issue	Consultation on the budget with Treasurers and Chief Executives, and budget agreed by Leadership Board.	NECA Budget and Capital Programme	Eleanor Goodman Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk
TN 5 (d)	8 February 2018	TNEC	NECA Cycling and Walking Strategy and Implementation Plan The Transport North East Committee are asked to endorse the proposals and recommend them to	Transport	Consultation has taken place with all NECA constituent authorities and other relevant stakeholders	Department for Transport Cycling and Walking Investment Strategy: https://www.gov.uk/government/uploads/system/uploads/att	Tobyn Hughes Managing Director Transport Operations (0191) 2033246 Tobyn.hughes@nebus.org.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			the Leadership Board for approval.			achment_data/file/603527/cycling-walking-investment-strategy.pdf	
C. Transport North East (Tyne and Wear) Sub-Committee (TW)							
TW 8 (a)	25 January 2018 (Standing Item)	TWSC	Tyne Tunnel Update (confidential report) The report will provide an update for Members on the operation and management of the Tyne Tunnel	Transport	To be confirmed	Held by the Contact Officer	Alastair Swan Principal Engineer 0191 211 5931 alastair.swan@newcastle.gov.uk
TW 8 (b)	25 January 2018 (Standing Item)	TWSC	Monitoring Nexus' Performance and Metro Performance Update 2017/18 The purpose of these reports is to advise TWSC of Nexus' corporate performance in respect of service and project delivery	Transport	The report has been prepared through Nexus' internal reporting arrangements.	Held by the Contact Officer	Tobyn Hughes Managing Director Transport Operations (0191) 2033246 Tobyn.hughes@nexus.org.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>such that the Sub-Committee exercises the monitoring and oversight functions in respect of Nexus activities delegated to it from the NECA Leadership Board.</p> <p>The report also reports on the measures in place to improve Metro performance.</p>				
TW 8 (c)	25 January 2018 (Standing Item)	TWSC	<p>Update on NEXUS Corporate Risks 2017/18</p> <p>The purpose of this report is to provide an update to TWSC of the strategic risks identified by Nexus for the year.</p>	Transport	The report has been prepared through Nexus internal reporting arrangements.	Held by the Contact Officer	<p>Tobyn Hughes Managing Director Transport Operations (0191) 2033246 Tobyn.hughes@nexus.org.uk</p>
D. Governance Committee							

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
G 5 (a)	5 December 2017 (Standing Item)	Governance Committee	Internal Audit Progress Report Members are requested to note the internal audit activity to date.	Corporate issue	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Final Internal Audit Reports & Internal Audit Plan	Philip Slater Audit, Risk and Insurance Service Manager 0191 211 6511 Philip.slater@newcastle.gov.uk
G 5 (b)	5 December 2017	Governance Committee	Annual Audit Letter 2016/17 The report presents the Annual Audit letter on the 2016/17 accounts which has been provided by the External Auditors, Mazars.	Corporate Issue	Consultation with statutory officers and Governance Committee Chair.	Statement of Accounts 2016/17	Jim Dafter External Audit Senior Manager, Mazars jim.dafter@mazars.co.uk Eleanor Goodman Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk
G 5 (c)	5 December 2017	Governance Committee	Draft Budget 2018/19 Consultation Members are requested to note the report which sets out details of the draft budget proposals for	Corporate Issue	Consultation with statutory officers and Governance Committee Chair.	Report on budget to Leadership Board 21 November 2017	Paul Woods Chief Finance Officer 07446936840 paul.woods@northeastca.gov.uk Eleanor Goodman Principal

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			2018/19 for consultation.				Accountant 0191 277 7518 elleanor.goodman@northeastca.gov.uk
G 5 (d)	5 December 2017 (Standing Item)	Governance Committee	Strategic Risks and Opportunities Register The report is for Governance Committee member's information	Corporate Issue	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Risk Management Strategy	Philip Slater Audit, Risk and Insurance Service Manager 0191 2116511 Philip.slater@newcastle.gov.uk
G 5 (e)	5 December 2017	Governance Committee	General Data Protection Regulation (GDPR) and the impact on NECA's Information Governance Policy The Governance Committee is to be informed of the changes required as part of the General Data Protection Regulation (GDPR) and consider the approach to the changes required for	Corporate Issue	Consultation has taken place with NECA Officers, including Audit Risk, and Insurance Service Manager, Monitoring Officer and the Head of Paid Service.	Information Governance Policy	Peter Judge Monitoring Officer 07342069371 peter.judge@northeast.ca.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			NECA's Information Governance Policy.				
G 5 (f)	5 December 2017	Governance Committee	<p>Request to appoint a Governance Sub-committee to consider applications for dispensations – Newcastle International Airport Limited Board</p> <p>In accordance with paragraph 27 of the Committee's Terms of reference to appoint a Governance Sub-committee to consider applications for and if deemed fit to grant dispensations to three members of the NECA Leadership Board who are also members of the Newcastle International Airport Limited Board</p> <p>To seek confirmation of delegated authority</p>	Corporate Issue	<p>Chair of the Governance Committee</p> <p>Democratic Services and Policy officers responsible for Leadership Board</p>	<p>Previous papers of the Governance Committee on dispensation requests.</p> <p>NECA Constitution</p> <p>The Localism Act 2011</p>	<p>Peter Judge Monitoring Officer 07342 069 371 peter.judge@northeastca.gov.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			to the Monitoring Officer to grant dispensations when a decision is required before the next meeting				
G 5 (g)	5 December 2017	Governance Committee	Annual Governance Statement 2017/18 The report is for members information	Corporate Issue	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Guidance on the production of an Annual Governance Statement	Philip Slater Audit, Risk and Insurance Service Manager 0191 2116511 Philip.slater@newcastle.gov.uk
G 6 (a)	3 April 2018 (Standing Item)	Governance Committee	Internal Audit Progress Report Members are requested to note the internal audit activity to date.	Corporate issue	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Final Internal Audit Reports & Internal Audit Plan	Philip Slater Audit, Risk and Insurance Service Manager 0191 2116511 Philip.slater@newcastle.gov.uk
G 6 (b)	3 April 2018 (Standing Item)	Governance Committee	External Audit Progress Update This report provides an update for information on the work of Mazars, the External Auditors	Corporate Issue	Consultation with statutory officers and Governance Committee chair.	None.	Jim Dafter External Audit Senior Manager, Mazars jim.dafter@mazars.co.uk Eleanor Goodman

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			to the Combined Authority.				Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk
G 6 (c)	3 April 2018	Governance Committee	Accounting Policies 2017/18 The report will set out the accounting policies to be used in the preparation of the 2017/18 accounts, with an explanation of any changes which may have been introduced, and an update on changes to the Code of Practices on Local Authority Accounting. Governance Committee will be asked to approve the policies.	Corporate Issue	Consultation with statutory officers and Governance Committee Chair.	Code of Practice on Local Authority Accounting 2017/18	Paul Woods Chief Finance Officer 07446936840 paul.woods@northeastca.gov.uk Eleanor Goodman Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk
G 6 (d)	3 April 2018	Governance Committee	Strategic Risks and Opportunities Register The report is for Governance	Corporate Issue	Head of Paid Service, Monitoring Officer and	Risk Management Strategy	Philip Slater Audit, Risk and Insurance Service Manager

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
	(Standing Item)		Committee member's information		Chief Finance Officer		0191 2116511 Philip.slater@newcastle.gov.uk
E. Governance Sub-Committee							
GS 1 (a)	5 December 2017	Governance Sub-Committee (Governance Committee)	<p>Request for Dispensations – Newcastle International Airport Limited Board</p> <p>The purpose of the report is to seek to grant dispensations to three members of the NECA Leadership Board who are also members of the Newcastle International Airport Limited Board, following a request received in October 2017 for renewal of dispensations.</p> <p>Also to seek confirmation of</p>	Corporate Issue	<p>Chair of the Governance Committee</p> <p>Democratic Services and Policy officers responsible for Leadership Board</p>	<p>Previous papers of the Governance Committee on dispensation requests.</p> <p>NECA Constitution</p> <p>The Localism Act 2011</p>	<p>Peter Judge Monitoring Officer 07342 069 371 peter.judge@northeastca.gov.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			delegated authority to the Monitoring Officer to grant dispensations when a decision is required before the next meeting.				
F. Overview and Scrutiny Committee (O and S)							
OS 7 (a)	14 December 2017 (Standing Item)	O and S	Forward Plan and Work Programme To receive the latest version of the Forward Plan and annual work programme	Corporate Issue	The Chair of the Committee	Held by the Contact Officers	Nicola Laverick Policy and Scrutiny Officer 07342069369 nicola.laverick@northeastca.gov.uk
OS 7 (b)	14 December 2017	O and S	NECA Budget Consultation 2018/2019 Members are asked to receive the NECA Budget Consultation 2018/2019.	Corporate Issue	Consultation regarding the budget for 2018/19 will be undertaken along with Chief Executives and Leaders. This will also be taken to the Leadership	Report on budget to Leadership Board 21 November 2017	Paul Woods Chief Finance Officer 07446936840 paul.woods@northeastca.gov.uk Eleanor Goodman Principal Accountant 0191 277 7518

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
					Board.		eleanor.goodman@northeastca.gov.uk
OS 7 (c)	14 December 2017	O and S	Metro Futures New Fleet Procurement Update This report provides an update on the Nexus fleet replacement programme and the progress made to date.	Transport	The report has been prepared through Nexus' internal reporting arrangements.	None	Tobyn Hughes Managing Director, Transport Operations (0191) 2033246 Tobyn.hughes@nexus.org.uk
OS 7 (d)	14 December 2017	O and S	Monitoring Nexus' Performance The purpose of this report is to advise Overview and Scrutiny of Nexus' corporate performance in respect of service and project delivery.	Transport	The report has been prepared through Nexus' internal reporting arrangements and submitted to TWSC on 16 th November 2017.	None	Tobyn Hughes Managing Director, Transport Operations (0191) 2033246 Tobyn.hughes@nexus.org.uk
OS 7 (e)	14 December 2017	O and S	Health and Wealth: Closing the Gap in the North East - update The Overview and Scrutiny Committee will receive a report	Corporate Issue	Consultation has taken place with the Head of Paid Service	Health and Wealth: Closing the Gap in the North East Report	Sheena Ramsey Chief Executive - Gateshead Council (0191) 4332052 sheenaramsey@gateshead.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			update for information only.				
OS 8 (a)	5 February 2018 (Standing Item)	O and S	Forward Plan and Work Programme To receive the latest version of the Forward Plan and annual work programme	Corporate Issue	The Chair of the Committee	Held by the Contact Officers	Nicola Laverick Policy and Scrutiny Officer 07342069369 nicola.laverick@northeastca.gov.uk
OS 8 (b)	5 February 2018	O and S	Tyne Pedestrian and Cyclist Tunnels This report provides an update on the refurbishment of the Tyne Pedestrian and Cyclist Tunnels.	Transport	To be confirmed	None	Alastair Swan Principal Engineer 0191 211 5931 alastair.swan@newcastle.gov.uk
G. Economic Development and Regeneration Advisory Board (EDRAB)							
ED 6 (a)	23 January 2018 (Standing Item)	EDRAB	Economic Development and Regeneration – Progress Update Members are requested to receive an update on, and	Economic Development and Regeneration	NECA Elected Members and officers; and NELEP Members and officers	North East Strategic Economic Plan - More and Better Jobs	Sarah McMillan Corporate Lead Strategic Development 0191 424 7948 sarah.mcmillan@southtyneside.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			provide views in relation to, progress within the key areas of the Economic Development and Regeneration theme. The update will include progress on the development of the regional Inward Investment function and Regional Investment Plan.				
F. Officer Delegated Decisions							
DD 75 NEW	8 December 2017	Head of Paid Service	Local Sustainable Transport Fund Capital Package: Newcastle Cycle Scheme – Approval to Proceed Following the North East Leadership Board’s authorisation on 14 th July 2015 to give NECA’s Head of Paid Service delegated authority to approve	Transport	Statutory Officers NELEP Technical Steering Group	Full Business Case	Rachelle Forsyth-Ward Senior Specialist Transport Planner 0191 203 6445 rachelle.forsyth-ward@northeastca.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			individual LSTF scheme business cases on the recommendation of the Regional Transport Team, and the receipt and assessment of a compliant Business Case, approval is sought from NECA Head of Paid Service to issue and LGF Grant Funding Agreement of £710,000 for the LSTF Capital Package: Newcastle Cycle Scheme.				
DD 76 NEW	8 December 2017	Head of Paid Service	Local Sustainable Transport Fund Capital Package: Newcastle Gateway Scheme - Approval to Proceed Following the North East Leadership Board's authorisation on 14th July 2015 to give NECA's Head of	Transport	Statutory Officers NELEP Technical Steering Group	Full Business Case	Rachelle Forsyth-Ward Senior Specialist Transport Planner 0191 203 6445 rachelle.forsyth-ward@northeastca.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			Paid Service delegated authority to approve individual LSTF scheme business cases on the recommendation of the Regional Transport Team, and the receipt and assessment of a compliant Business Case, approval is sought from NECA Head of Paid Service to issue and LGF Grant Funding Agreement of £37,000 for the LSTF Capital Package: Newcastle Gateway Scheme.				
DD 77 NEW	2 January 2018	Head of Paid Service in consultation with the Monitoring Officer and Chief Finance Officer	JEREMIE 2 Investment Fund – Governance Arrangements The Head of Paid Service in consultation with the Chief Finance Officer and the Monitoring Officer to	Corporate Issue	Consultation took place with the Leadership Board on 20 September 2016. The Head of Paid Service has also	Report to the Leadership Board – 20.09.2016 “North East Jeremie 2 Fund”	Michelle Rainbow Skills Director 0191 338 7439 michelle.rainbow@nelep.co.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			implement the arrangements around the JEREMIE 2 Investment Fund and the governance arrangements for the Special Purpose Vehicle, including the Articles of Association.		consulted with the Monitoring Officer and Chief Finance Officer.		

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Overview and Scrutiny Work Programme 2017/18

Date	Items	Lead Officer	Informal Briefings / Development Days
Monday 10 th July 10.00 am Gateshead	Terms of Reference for the Overview and Scrutiny Committee, & Overview and Scrutiny Sub-Committee	Viv Geary	
	Forward Plan and Annual Work Programme 2017/18	Nicola Laverick	
	Transport Plan for the North East	Ian Coe	
Wednesday 13 th September 2.00 pm North Tyneside	2018/19 NECA Budget process and timeline	Eleanor Goodman	
	North East Strategic Economic Plan	Helen Golightly	
	Forward Plan and Work Programme	Nicola Laverick	
Thursday 14 th December 10.00 am South Tyneside	NECA Budget Consultation 2018/19	Paul Woods	
	Metro Futures New Fleet Procurement Update	Tobyn Hughes	
	Monitoring Nexus Performance	Tobyn Hughes	
	Health and Wealth: Closing the Gap in the North East - update	Sheena Ramsey	
	Forward Plan and Work Programme	Nicola Laverick	
Monday 5 th February 10.00 am Northumberland Council	Transport Thematic Lead Update	Councillor Nick Forbes, Lead Member	Workshop in January / February (Date to be confirmed)
	Refurbishment of the Tyne Pedestrian Tunnel	Tobyn Hughes / Alastair Swan	
	Forward Plan and Work Programme	Nicola Laverick	
Thursday 15 th March 10.00 am Durham	Economic Development and Regeneration Thematic Update	Councillor Iain Malcolm, Lead Member	
	Employability and Inclusion Thematic Update	Councillor Peter Jackson, Lead Member	
	North East England Chamber of Commerce – supporting the delivery of key activities and commissioning work of DIT	Ross Smith & Julie Underwood, International Trade Director - NEECC	
	Durham Youth Employment Initiative	Linda Bailey, Strategic Lead Progression and Learning	
	Forward Plan and Work Programme	Nicola Laverick	
In addition to the schedule items, the following items will be included in the work programme			
Date to be confirmed	Final Report DCLG Inquiry Overview and Scrutiny		

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