



North East Combined Authority, Overview and Scrutiny Committee

Wednesday 14 December, 2016 at 2.00 pm

Meeting to be held: Gateshead Civic Centre

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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 1 November 2016	1 - 6
4. Transport Thematic Lead Update Report	7 - 20
5. Transport Manifesto and Plan for the North East	21 - 50
6. North East Combined Authority Budget 2017/18	51 - 78
7. Policy Review: Transport related barriers to education, employment and training	79 - 98
8. Forward Plan & Scrutiny Work Programme	99 - 128
9. Date and Time of the Next Meeting	
2.00pm on 14 February 2017	

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To All Members

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North East Combined Authority, Overview and Scrutiny Committee

1 November 2016

(2.00 - 3.55 pm)

Meeting held Jarrow Town Hall

Present:

Councillors: Crute, Dillon, Eagle, Flux, Graham, A Lower, Meling, Pidcock, Snowdon and Wright

Amended to order of agenda

18 APPOINTMENT OF CHAIR/VICE-CHAIR

Submitted: Report of the Monitoring Officer inviting the Committee to appoint its Chair and Vice Chair for the Municipal Year 2016/17 (previously circulated and copy attached to the official minutes).

Mike Harding (Monitoring Officer) advised Committee that the meeting was quorate.

In accordance with the Constitution of the North East Combined Authority (NECA) the appointment of Chair and Vice Chair of the Overview and Scrutiny Committee was delegated to the Committee.

Councillor Wright was duly moved and seconded for the position of Chair.

Councillor Eagle was duly moved and seconded for the position of Vice Chair.

Councillors Wright and Eagle thanked members for their nominations and accepted the positions.

RESOLVED – That Committee agreed that Councillor Wright and Councillor Eagle be appointed as Chair and Vice Chair respectively for the Municipal Year 2016/17.

19 APOLOGIES FOR ABSENCE

Apologies were received from Councillors Armstrong, Glindon and Pearson.

20 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 involved in any aspects of decision making.

21 **MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting held on 27 September 2016 were approved as a correct record and signed by the Chair.

Matters Arising

Minute 12 – Policy Review: Transport related barriers to employment; Evidence from Arriva

Members were informed that the policy review evidence would feed into the final report for the review and it was anticipated that a draft would be available shortly.

Officers at Durham County Council had confirmed that the multi-operated ticket issue had been addressed and was now on track.

Minute 13 – NELEP update

The Scrutiny Officer advised that the advisory boards' memberships and terms of reference would be circulated to members shortly. Regarding the further information requested on the number of jobs created by the NELEP and the grant allocations etc., this information would be provided under agenda item 6.

Minute 15 – Devolution update

The Committee agreed to endorse the decision of the Leadership Board, taken on 6 September, not to begin the next stage in the devolution process at this present time.

22 **MONITORING NEXUS PERFORMANCE**

Submitted: Report of Managing Director (Transport Operations) for NECA to provide an update on Nexus' performance against its Corporate Business Plan (CBP) targets and objectives for 2016/17 for the period from 1 April to 17 September 2016 (previously circulated and copy attached to the official minutes).

The report also presented findings from the Nexus Service Review which took place between 6 June-1 August 2016.

Tobyn Hughes introduced the report and focussed on Metro performance, the train fleet, the bus strategy and the results of the 'have your say' consultation on local transport services in Tyne and Wear.

In discussion Committee members asked questions and made the following comments:-

- It was good to hear about Metro performance improvements but service cuts in future were bad news for residents.

- What was being done to ensure the transport system was fit for purpose in line with future new build housing?
 - T Hughes stated that the scale of development in the west end of Newcastle would have a significant impact on traffic. Nexus was having ongoing discussions with the Planning Department to ensure future proof solutions in line with planning policy.
 - In July the Leadership Boards approved a new Metro and rail strategy which included expansion. This set out the long term plan by looking at old railway lines and freight routes; there was lots of investigative work about to start looking at feasibility issues going forward. Current Metro trains could not use these old lines; new stock would need to be much more flexible and it was intended that the new procurement would secure a wider array of stock.
- In response to a question about level crossings, T Hughes advised that no Metro only crossings had barriers although there were five open crossings as well as some pedestrian crossings. The Metro traversed the crossings at very low speed to minimise any risk; all crossings closed at least five times per hour in each direction and to erect barriers would have a very disruptive impact on residents.
- With regard to incentivising the public with an offer of free parking on the purchase of a pass, T Hughes commented that he would like to see parking meters synced to Pops cards.
- The Chair noted a comment about “£1 not being a prohibitive amount”. In her ward there was very little car ownership and £1 was a lot of money to some people.
- Nexus had been very dissatisfied with the maintenance of the fleet but higher levels of maintenance would show increased performance. However, more trains available at all times was needed (78 from a total of 90 were required at peak times).
- The procurement of the new fleet would be subject to OJEU procurement procedures and open competition. T Hughes was confident that, whoever won the contract, some jobs would be created in the North East; the fleet builder would also be awarded the maintenance contract which would secure jobs into the future including apprenticeships.
- Northumberland County Council (NCC) had done a good job in raising the profile of the potential of the Ashington – Blyth line. As a railway engineering firm Nexus was working with NCC to assist with the Network Rail relationship. In the future the new fleet trains would have the capacity to run on this line.
- The system had many timing points; lateness was measured via a 3 minute window; if a train was more than 3 minutes late it was counted as a fail.

- The instances of recorded crime on the Metro had been declining over many years although perceptions of crime were often reinforced. All platforms had CCTV linked to Metro and local authority control rooms (the former had the capacity to Tannoy messages to specific platforms).

The introduction of automatic ticket gates had also brought more staff although there was a need to use the roving staff more intelligently to ensure wellbeing.

Security would be factored in to the brief for the new trains.

- Station improvements were continuous and new ideas and suggestions for improvements to the system were welcomed.
- It was confirmed that there had not been an increase in racial crime following Brexit.

23 **NELEP LOCAL GROWTH FUND PROGRAMME**

Submitted: Report of the Chief Operating Officer (NELEP) and Interim Head of Paid Service to appraise the Committee on the role, operations and progress of the NELEP (previously circulated and copy attached to the official minutes).

Ray Browning (NELEP Programme Manager) presented the report which provided information on the Local Growth Fund programme mid-way through its second year of operation. The programme comprised of 56 projects which were at different stages of development and sign off, amounting to £220.4m up to 2021.

Comments, question and points raised by members

- Clarification was sought on the number of jobs created – the report stated 6283. R Browning explained that this was job creation in the longer term and that the 6283 was up to 2021. Members commented that the figures presented in the report were misleading and should have been more specific eg. 'possible jobs created'.
- Investing £220m for just over 6000 jobs seemed incongruous. Further explanation was required as was the added value of the NELEP. It was considered that 6000 was not particularly aspirational.
- There was discussion regarding the fact that half of the budget was allocated to transport projects and more explanation around this was needed in the report. Committee was advised that a combined package of projects had been submitted and the government had selected which projects would be supported.
- Projects were supported across the constituent authorities although details were available by local authority area.

- It was too early to make predictions about the ramifications of Brexit although it could present opportunities and possibly challenges.
- A strapline of the LEP was 'more and better jobs'. Data collected would include information on salaries and skills levels and demonstrate added value.
- The 6283 had increased from 4500 as the government had provided more funding following the submission of detailed business cases. Funding was predicated on the legalities of grant support. Case studies were available on the website to provide further information.
- Project bids were accessed through a rigorous process via in-house expertise, an independent private assessor and also the Monitoring Officer.
- LEPs were required to submit bids for future funding in July but the North East bid had not gone forward due to the lack of a devolution deal. NELEP had submitted a ranked list of priorities yesterday and the government would take any decisions required. However, the Local Growth Fund round 3 was considerably less than the programme fund from July.

RESOLVED – That future reporting to the Overview and Scrutiny Committee include:

- Actual progress in meeting the delivery and outputs, specifically on job creation;
- A breakdown of job creation in each local authority of the combined authority area;
- Detail of the value and nature of jobs created and the impact on the local economy.

24 **FORWARD PLAN & WORK PROGRAMME**

Submitted: Report of the Monitoring Officer (previously circulated and copy attached to the official minutes) on the Forward Plan and scrutiny annual work programme for 2016/17.

RESOLVED – That Committee agreed:-

- that the NECA Forward Plan be received and the scrutiny work programme be agreed and
- An endorsement of the approach to the devolution deal be sent to the Leadership Board.

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

2:00pm on 14 December 2016

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North East Combined Authority

Overview and Scrutiny Committee

Date: 14 December 2016

Subject: Transport Thematic Lead Update Report

Report of: Thematic Lead for Transport

Executive Summary

The purpose of this report is to seek the views of the Overview and Scrutiny Committee on the most recent developments and announcements within the key theme of transport. An update will be provided at the meeting on further developments since the publication of the appended report.

Recommendations

It is recommended that the Committee receive the report for information and comment.

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 the most recent developments and announcements within the key theme of transport. An update will be provided at the meeting on further developments since the publication of the appended report.

2 Current Situation

- 2.1 This report gives details of developments and announcements under the following headings:
- Transport Manifesto and Plan
 - Transport for the North
 - Rail
 - Public Transport (Buses, Metro and Smart Travel)
 - Aviation
 - Freight Transport
 - Go Smarter 2016-17
- 2.2 Information about more recent developments and announcements will be provided at the meeting.

3 Next Steps

- 3.1 The Scrutiny Committee receives annual updates on the key themes of Employability & Skills, Economic Development & Regeneration and Transport. New developments will continue to be reported through the Committee work programme.

4 Potential Impact on Objectives

- 4.1 Impacts on objectives are set out in the report contained as an appendix.

5 Finance and Other Resources

- 5.1 Potential implications are set out in the report contained as appendix 1.

6 Legal

- 6.1 The legal implications are set out in the report contained as appendix 1.

7 Other Considerations

- 7.1 **Consultation/Community Engagement**
Individual transport programmes are the subject of consultation.

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7.2 Human Rights

There are no human rights implications arising from this report.

7.3 Equalities and Diversity

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

7.4 Risk Management

Risk management implications are set out in the report attached.

7.5 Crime and Disorder

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

7.6 Environment and Sustainability

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

8 Background Documents

8.1 Background report attached as appendix.

9 Links to the Local Transport Plans

9.1 Transport schemes will link to the forthcoming Transport Plan for the NE.

10 Appendices

10.1 Report to the Leadership Board 15 November 2016 – Transport Thematic Lead Update Report

11 Contact Officers

11.1 John Bourn, Senior Specialist Transport Planner
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12 Sign off

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

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North East Combined Authority

Leadership Board

DATE: 15th November 2016

SUBJECT: Transport Thematic Lead Update Report

REPORT OF: Thematic Lead for Transport

EXECUTIVE SUMMARY

This report gives details of developments and announcements since the last update report was provided to the Leadership Board on 20th September 2016, reporting under the following headings:

- Transport Manifesto and Plan
- Transport for the North
- Rail
- Public Transport (Buses, Metro and Smart Travel)
- Aviation
- Freight Transport
- Go Smarter 2016-17

The report also includes an update on digital connectivity, reflecting the inclusion of this topic alongside transport within the Strategic Economic Plan's 'connectivity' priority.

RECOMMENDATIONS

It is recommended that the Leadership Board note the contents of this report.

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Leadership Board

1. Transport Manifesto and Plan

1.1 A draft final version of the Transport Manifesto, incorporating consultation responses, was approved at the November 3rd meeting of Transport North East Committee. It will now be designed up and placed on the NECA website.

1.2 We have been working with Transport Portfolio Holders and Transport North East Committee (TNEC) members to develop the Transport Plan. Officers will now produce a revised draft in time for consideration at the Leadership Board and TNEC early in 2017.

2. Transport for the North (TfN)

2.1 TfN is developing a Transport Strategy and Investment Plan. Our involvement in this work stream is critical to make sure that our aspirations for key strategic transport links are taken into account.

2.2 TfN's work continues on 'Northern Powerhouse Rail', to provide transformational journey times, capacity and frequency between the largest cities in the North. In order to achieve the desired journey-time target of 60 minutes between Newcastle and Leeds, three broad options are emerging:

- i) A wholly new direct line between Leeds and Newcastle
- ii) Utilising the planned HS2 route from Leeds to the ECML, and then line improvements north of York with some 'cut offs' to improve journey time and the reopening of the Leamside Line.
- iii) As option (ii) but upgrades out of Leeds rather than utilising HS2 planned infrastructure.

All of these options achieve the journey time target, but all would require significant engineering works. Further work is now taking place to take account of economic and other impacts such as station capacity.

2.3 A strategic study is under way to improve strategic road links across the Pennines. Interim findings suggest that dualling the A69 would generate significant journey time savings but have a high cost. Dualling the A66 across its entire length would generate around half the journey time savings of the A69 dualling, but would be less costly. Further work will take place to refine these options, taking into account wider economic benefits, with a final report due to be completed by the end of 2016. NECA officers attend the Programme Board for the study on behalf of TfN.

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- 2.4 TfN published a 'Northern Region Freight and Logistics Report' on 7th September 2016, and a further report, incorporating a series of LEP-area studies, is in the process of being commissioned. The freight sector in this area will continue to be kept informed via the North East Freight Partnership.
- 2.5 We are expecting to publish a report later this Autumn that will identify opportunities to expand into new international markets via the north's airports and major ports.
- 2.6 A specification for an 'Intelligent Back Office' is being developed by TfN to enable new ticketing technologies such as contactless bank card payment.

3. Rail

- 3.1 The North East Rail Management Unit (NERMU) Board had its first meeting on 4th October 2016. Part of the responsibility of the NERMU is to oversee performance of the Train Operators. Over the first 5 months both Northern and TransPennine have generally performed well against the Franchise performance targets.
- 3.2 As part of its franchise commitment to spending £22.6m on stations across the north, Northern will deliver the following improvements in the North East over the next four years, the details of which will be developed with the NERMU:
- 19 new passenger shelters
 - 21 new seating schemes
 - 9 Customer Information Screens and 2 Public Address systems
 - 13 Equalities Act induction loops
 - 22 new help points
 - 32 CCTV schemes
 - 62 new Ticket Vending Machines (TVMs)
- 3.3 Network Rail is combining work on the East Coast Main Line (ECML) Route Study (from London to the Scottish Border) with development work for Northern Powerhouse Rail (as reported in section 2.2 above). As work progresses, it is becoming more apparent that significant improvements to the East Coast Main Line will be required to meet the expected impact of growth on the route up to 2023 and 2043.
- 3.4 Officers are therefore working with Network Rail to press for a programme of progressive improvements to the East Coast Main Line to ensure that improvements over the coming years are complementary. Both the outcomes of the Route Study and the preferred options for NPR are due to be known by the end of the calendar year.

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- 3.5 In a speech to the Transport Times HS2 Conference on 12th October, Secretary of State for Transport Chris Grayling re-affirmed the government's commitment to proceed with HS2. The decision on the final route of Phase 2 of HS2 from the West Midlands to Leeds and Manchester is due to be announced shortly.
- 3.6 Close engagement continues with the rail industry, local communities and funding bodies to ensure that our regional rail network can play an even greater role in supporting economic growth and providing better connectivity for our residents.
- 3.7 We are actively working to secure development funding for the Ashington, Blyth and Tyne line, with funding being sought through the DfT's Large Local Major Schemes Fund, and Northumberland County Council's Cabinet recently approved the progress of the project through to Network Rail GRIP Stage 3. This scheme would greatly enhance connectivity for a number of communities with forecasted passenger use of 360,000 per annum by 2034.
- 4. Public Transport**
- 4.1 A region-wide bus strategy will be prepared, which will be used by TNEC to guide future decisions about delivery options for buses. Officers continue to monitor the Bus Services Bill as it passes through the House of Lords and into the Commons. Royal Assent is still anticipated by spring 2017.
- 4.2 Following Leadership Board approval of the new Metro and Local Rail Strategy, Nexus has launched a consultation to seek views from passengers on the interior design and layout of the future Metro fleet and is holding a series of discussions with the government to discuss investment in the Metro fleet.
- 4.3 Punctuality on the Metro has been above 85.5% for the last four reporting periods (up to September), an improvement compared to the recent position but slightly below the target set by Nexus. Passenger numbers have dipped slightly below the peak of 40 million seen at the start of 2016 primarily due to a fall in leisure travel.
- 4.4 The Great North Run is an important event for this region, with Metro playing a key role in its success by transporting over 80,000 runners and spectators on the day. Following a poor performance by Metro in 2015 a full review has been undertaken, and significant changes put in place. This resulted in an excellent service being provided for the event in 2016 demonstrated by positive customer feedback.

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- 4.5 Works associated with the Asset Renewal Programme continue, with Central Station refurbishment and replacement of the track between Jesmond Station and the QEII Metro Bridge due for completion shortly. Nexus has commenced planning for major modernisation projects in 2017, including the replacement of the bridge over Killingworth Road.
- 4.6 A task and finish group will be established to investigate the Concessionary Ticketing offer across the region and to see if there are ways to improve the attractiveness of what is on offer. A report has been provided to TNEC to explain the current situation, as well as drawing attention to a couple of specific issues, including the current youth ticketing offer and the impact of the rise in the age at which people qualify for the national concessionary travel scheme on local residents' access to services and amenities.
- 4.7 Pop Pay As You Go can now be used as payment for all services provided by the three major bus operators (Arriva, Go North East and Stagecoach); on Metro (with a daily price cap); the Shields Ferry; and a range of small operators, including the Park and Ride service in Durham. Uptake has increased sharply since Pop Pay As You Go Cards became available on-line.
- 4.8 To reduce fraudulent use of Concessionary Travel Cards, cards that have been reported lost or stolen are now being automatically blocked ("hotlisted").
- 5. Aviation**
- 5.1 On 25th October, the government made the long-awaited announcement that it supported a new runway at Heathrow Airport – the first full length runway in the south-east since the second world war. The scheme will now be taken forward in the form of a draft 'National Policy Statement' (NPS) for consultation.
- 5.2 The NECA, the North East LEP and Newcastle International Airport have all previously expressed support for the delivery of a third runway at Heathrow. The additional runway capacity provided will safeguard the future of regional flights from the NECA area and enable further services to be introduced. In addition to the existing links to Newcastle, the government has announced that another 6 new services will be added after expansion, including a new service to Durham Tees Valley.
- 6. Freight Transport**
- 6.1 The Fleet Operators Recognition Scheme (FORS) is a national accreditation scheme designed to help operators raise standards and contain costs, whilst also improving safety and cutting carbon emissions. It

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is promoted in this region by the North East Freight Partnership and is enjoying growing support, with 164 accredited operators in the region (accounting for a total of over 5,500 vehicles), compared to 98 a year ago – an increase of 67%. Work is continuing to further increase take-up, and a number of NECA's constituent authorities are discussing the benefits of scheme membership for their own vehicle fleets.

- 6.2 The Freight Partnership's Safe Urban Driving courses are aimed at raising the HGV and van driver's awareness of the vulnerable road user in shared road space and thus reducing accidents involving lorries/vans and cyclists. These courses have been very well received and, in response to a request from Fleet Managers in a number of individual NECA authorities, additional funding has been secured from the FORS Community Partnership to run 20 additional courses in this region, to be aimed specifically at local authority lorry and van drivers. With 24 places available on each course, training for up to 480 drivers can be provided and we are presently liaising with Fleet Managers regarding course venues, dates and staff to be targeted for training.

7. **Go Smarter 2016-17**

- 7.1 Whilst a decision is awaited on the Access Fund (expected in December 2016), Go Smarter continues to deliver the three projects under the Go Smarter Brand; Go Smarter to Work, Ways Into Work and Schools Go Smarter. Activities are continuing under each programme.
- 7.2 'Make the switch' was a radio campaign that ran for two weeks from 10th October, encouraging commuters to consider more sustainable modes of transport. Ways into Work is piloting career travel projects in each Local Authority offering young people the opportunity to travel by bike and public transport to employment sites and gain insight into potential job prospects. Schools across the NECA area have been provided with Smarter Parker campaign leaflets and 60 primary schools are taking part in the 'Fancy Feet Whirly Wheels Challenges' in November to promote walking and cycling.

8. **Digital Connectivity Update**

- 8.1 The North East Digital Leads group is currently developing investible propositions to sustain and grow the region's competitiveness in the Digital Economy. The NECA Digital Leads group are working closely with the North East LEP to ensure strategic and collaborative opportunities are not missed, and to present a co-ordinated and coherent vision of our strengths and potential to external partners.
- 8.2 The group has worked with the NELEP Innovation Board's Smart Specialisation Group and Nexus, to promote the region as an 'Internet of Things' (IOT) test-bed. This work reaffirms that the North East Digital

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Economy is growing and provides an opportunity to underpin the development of sectoral strengths in areas where the region has competitive advantage. We are currently working with the National Centre for Excellence at Surrey University to deliver on this objective on a nationally-significant scale.

- 8.3 On October 2nd the NECA / NELEP Partnership submitted an investible proposition to Innovate UK, at the request of the National Digital Catapult. This is currently being considered by HM Treasury and DCMS, and has significant potential to secure and embed private capital and expertise as part of a wider public-private partnership. Our work is not taking place in isolation, but in coherence with our aspiration to ensure we deliver the inclusive growth which enables our people, businesses and communities to play a prominent role in the Digital Economy.
- 8.4 Our progress on 5G technology reflects a commitment to developing the infrastructure and creating the conditions which North East businesses need to make the most of emerging opportunities. This is consistent with our aspiration that the North East is increasingly seen, not only nationally but globally, as a location of choice for testing, refining and rolling out Digital products and services.

9. Next Steps

- 9.1 It is anticipated that, before the next meeting of Leadership Board:
- A revised draft of the Transport Plan will have been produced.
 - A freight study, focused on local LEP areas, will be under way to follow up publication of the Northern Region Freight and Logistics Report
 - Work will have commenced on a new NECA Bus Strategy
 - A fresh range of Go Smarter activities will be in progress within schools for the winter term.
- 9.2 By the end of the calendar year:
- A preferred infrastructure package for the Leeds – Newcastle rail corridor will have been approved, enabling more detailed design and economic appraisal work to commence
 - The strategic study exploring the case for dualling the A69 and/or A66 will have been published setting out recommended options
 - Results and recommendations from the TfN International Connectivity workstream will be available
 - Nexus will have met with the Department for Transport to discuss the business case for government investment in the Metro fleet
 - A “Task and Finish” group will have been set up to discuss the

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- issues regarding Concessionary ticketing
- An enhanced programme of Safe Urban Driving courses, aimed at local authority staff, will have been set up

- 9.3 In addition, work will continue to:
- Participate in TfN workstreams and the Network Rail Long Term Planning Process
 - Engage with Network Rail and TfN to develop options for NPR and start the refining of options to be recommended for more detailed design and economic appraisal
 - Monitor the progress of the Bus Services Bill through Parliament
 - Promote the Fleet Operators Recognition Scheme and further increase membership in this region
 - Refine the Digital Connectivity Strategy and develop investible propositions alongside partners

10. Potential Impact on Objectives

- 10.1 Successful delivery of the various transport and digital connectivity schemes and investment proposals outlined in this document will assist the Combined Authority in delivering its objective to maximise the area's opportunities and potential.

11. Finance and Other Resources

- 11.1 The report includes information on funding and financial opportunities. There are no specific additional financial implications for NECA arising from this report.

12. Legal

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

13. Other Considerations

13.1 Human Rights

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

13.2 Equalities and Diversity

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

13.3 Consultation / community engagement

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Many of the transport programmes outlined in this report have been the subject of consultation, at either a regional or national level.

13.4 Risk Management

This report is for information only and there are no specific risk management implications arising from it.

13.5 Crime and disorder

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

13.6 Environment and Sustainability

Delivery of the various rail and public transport measures listed in this report should assist in meeting our objectives for a more sustainable transport system and improved air quality.

The Go Smarter programme referred to in section 7 is specifically aimed at the reduction of carbon emissions and the promotion of active, sustainable travel.

14. Background Documents

None.

15. Links to plans in the policy framework

The various transport schemes and programmes listed in this report link to the forthcoming Transport Plan for the North East that is covered in section 1 of this report.

16. Appendices

None

17. Contact Officers

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North East Combined Authority

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18. Sign off

Head of Paid Service ✓

Monitoring Officer ✓

Chief Finance Officer ✓

North East Combined Authority Overview and Scrutiny Committee

EXECUTIVE SUMMARY

DATE: 14th December 2016

SUBJECT: Transport Manifesto and Plan for the North East

REPORT OF: Lead Chief Executive for Transport

The purpose of this report is to inform the Committee of

1. the final version of the Transport Manifesto for the North East incorporating consultation feedback and
2. the next steps for the Transport Plan

RECOMMENDATIONS

It is recommended that the Committee note the current status of both the Transport Manifesto and the Transport Plan for the North East

North East Combined Authority

Overview and Scrutiny Committee

1. Background Information

- 1.1 As previously reported to this Committee, the North East Combined Authority has a duty to produce a Transport Plan covering the whole of its area. Amongst other functions, this Plan will replace the existing Local Transport Plans (LTPs) for Durham, Northumberland and Tyne and Wear.
- 1.2 Also as previously reported to this Committee, a shorter Transport Manifesto was produced in advance of the Transport Plan. The Manifesto was consulted on in February to April this year. It was widely publicised both electronically and by other means and every known relevant local organisation across the NECA area was informed and invited to respond.

2. Manifesto consultation and responses

- 2.1 The final total number of responses received when the consultation closed was 1,736, of which 1,673 were online and 63 on paper. This represents a good response rate compared to other consultations of this kind – for example a recent similar exercise in West Yorkshire generated 617 responses while there were 1,089 responses to the Tyne and Wear Local Transport Plan 3 consultation in 2010
- 2.2 A revised version of the Manifesto, amended to take account of the consultation responses, has been approved by Transport North East Committee and is therefore being placed on the NECA website. It is shown at Appendix 1.

3. Transport Plan

- 3.1 Recent progress has been as follows:
 - relevant officers in each Council plus Nexus have been invited to comment on the Plan
 - this process has generated a considerable number of comments which have been logged and analysed and responses recorded
 - meetings have been held with the Lead Member from each Council
 - a professional designer and photographer have been appointed to ensure the finished product is of high-quality with legible and clearly understandable maps, tables and diagrams
 - Members of Transport North East Committee attended a workshop on 14th October where the Plan was an agenda item
- 3.2 The revised draft Plan currently has four Strategic Goals
 - A Stronger Economy
 - Enhanced Accessibility
 - A Better Environment
 - Improved Health

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3.3 These four Strategic Goals are followed by four Key Themes for transport

1. Accessible
2. Affordable
3. Reliable
4. Easy to use

The Manifesto consultation also highlighted support for the following to be identified as important

1. Safe
2. Sustainable
3. Integrated

3.4 Meetings to discuss the Plan were held with Lead Members of each of the seven Councils in September/October. These provided a very helpful opportunity for feedback and discussion and the comments received have been logged and analysed.

3.5 Next steps are as follows:

- Production of a revised draft Plan incorporating all comments received from officers and Elected Members during the processes listed above
- Reports to Transport North East Committee and North East Leadership Board early in 2017 seeking approval for the revised draft to be adopted as the version for public consultation. This Committee will continue to be kept informed on progress. The revised version will be fully designed-up with tables, maps, diagrams and illustrations
- A full 12-week public consultation could be held in early 2017, but this will need to take account of the elections to be held in some Councils on 4th May 2017.
- Incorporation of all the comments from the public consultation into a final version for approval and publication later in 2017

4. Finance and Other Resources

4.1 The budget for the Transport Manifesto and Plan is £140,000 of which £34,000 has already been spent, leaving £106,000. Although the cost of producing the Transport Plan will need to reflect the substantial consultation exercise and extensive assessment and other work that is required for the production of a significant statutory document of this type, it is the intention to contain the cost of the remaining work on the Manifesto and the production of the Transport Plan within the funds available.

4.2 The Transport Budget for future years will take into account the Manifesto and the Transport Plan will be set in the context of the availability of local funding and the success of bids for external funding.

North East Combined Authority

Overview and Scrutiny Committee

5. Legal

- 5.1 NECA is under a duty to prepare a Local Transport Plan. The Transport Plan is required to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within NECA's area and NECA must carry out its functions to implement these policies. The Transport Plan will be subject to a period of statutory consultation and also will be adopted in accordance with the "Budget and Policy Framework Rules of Procedure" set out in the NECA Constitution

6. Other Considerations

6.1 Consultation/Community Engagement

This report contains the post-consultation version of the Transport Manifesto. There will be a full public consultation on the Transport Plan in 2017.

6.2 Human Rights

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

6.3 Equalities and Diversity

Many of the measures advocated by the Transport Manifesto responses would, if implemented, assist the Combined Authority in promoting greater equalities and diversity in the region's transport system.

6.4 Risk Management

Failure to proceed with the Transport Manifesto and then with the Transport Plan could undermine the credibility of this region, compared to other Combined Authorities, when dealing with central government.

6.5 Crime and Disorder

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

6.6 Environment and Sustainability

Many of the measures advocated by the Transport Manifesto responses would, if implemented, assist the Combined Authority in achieving a more sustainable transport system for the region.

7. Background Documents

Transport Manifesto document and consultation questionnaires

North East Combined Authority

Overview and Scrutiny Committee

8. Links to Plans in the Policy Framework

This report has a direct link to the forthcoming Transport Plan for the North East

9. Contact Officers:

9.1 Mark Wilson, Head of Transport Policy (North East Combined Authority)

mark.wilson@northeastca.gov.uk 0191 211 5679

10. Sign off

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

North East Combined Authority Overview and Scrutiny Committee

Appendix 1: final draft version of the Transport Manifesto

Our Journey

A 20 year Transport Manifesto for the North East Combined Authority

“To provide affordable, attractive, reliable, safe, healthy transport choices for businesses, residents and visitors while enhancing the environment.”

Final version – December 2016



Introduction

In February 2016, we held a public consultation on our Transport Manifesto. This is the final version of the document, and incorporates the feedback you gave us during that consultation. In all, 1,736 responses were received to the consultation.

We began the draft document by asking:

How often have you judged a place you visit by how easy it is to get around? It's time we looked at our own region in the same light.

The time you take and the quality of the journey will probably rank highly. Just as important is knowing the price and how to pay, and finding information instantly. Even on familiar routes we want to be told everything is running smoothly, or how to avoid delays.

So how do you feel about getting around the North East? Your answer may depend greatly on where you live and where you need to go. But when people struggle to get around, when businesses cannot recruit flexibly or lack strong links to global markets, our economy falters. So we need to ensure the North East receives its fair share of opportunities and funding.

We expect our local travel to be convenient, with good quality direct links with major town centres and major business parks, whether by bus, Metro or train. And we expect good links to airports and main line stations for longer distance travel.

“We expect our local travel to be convenient, with good quality direct links with major town centres and major business parks, whether by bus, Metro or train.”

We expect to find public transport information at the tip of a finger, through smart applications, with simple, good value fares wherever we roam.

Cyclists and pedestrians expect safe, direct routes with clear wayfinding, traffic signals and bike storage that recognise our needs. When we get in the car we expect updates on the road ahead. Transport is a means to an end. We should normally be able to go where we need without thinking hard how to get there.

And we know that we have to travel in a way which shows we care for the natural environment. Our transport choices should be the least damaging to the environment and the most sustainable.

To help achieve all this we will create a single identity for travel in the region - Transport North East. This will be a source for real time information, journey planning and ticket sales, no matter how you travel from door to destination. It will, for example, update you on traffic problems, direct you to a park-and-ride facility and advise you when the next train is due, using smart communication. Transport North East will be a symbol of our region's joined-up and integrated approach to travel.

To realise our ambition we need to take on new responsibilities and secure new funding. We want our transport system to be developed by the people who live and work here, as an asset to promote our vibrant local culture and economy. This will require radical changes and new powers and resources devolved to the region.

For the first time in many decades the region is coming together, as Transport North East, to set a vision. But it is not up to politicians to decide on our transport priorities; the vision of the region has to be one we all contribute to. This document will guide our way for the next two decades, and now it is your turn to let us know what you want.

Councillor Nick Forbes

Transport Lead,
North East Combined Authority



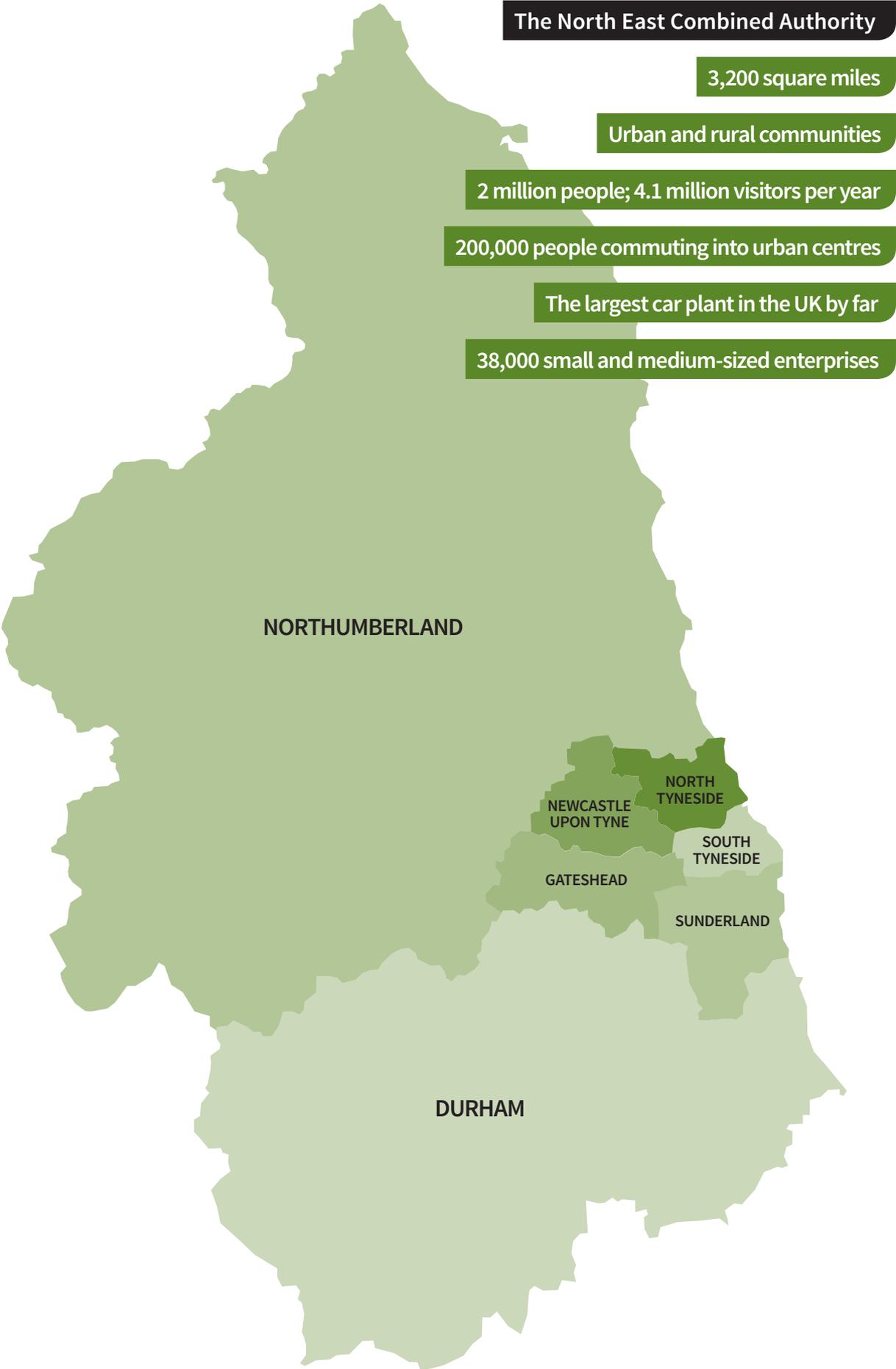
A single approach to transport

The seven councils in the North East of England (Durham, Gateshead, Newcastle, Northumberland, North Tyneside, South Tyneside and Sunderland) are in a partnership enshrined in law: the North East Combined Authority.

We want to help our economy to grow and to make the North East an excellent place to live and work.

Our transport networks cross council boundaries in a diverse region, so only by working together will we meet people's needs and ambitions, wherever they live.







“The transport network should be one that we can rely on to work.”

Vision

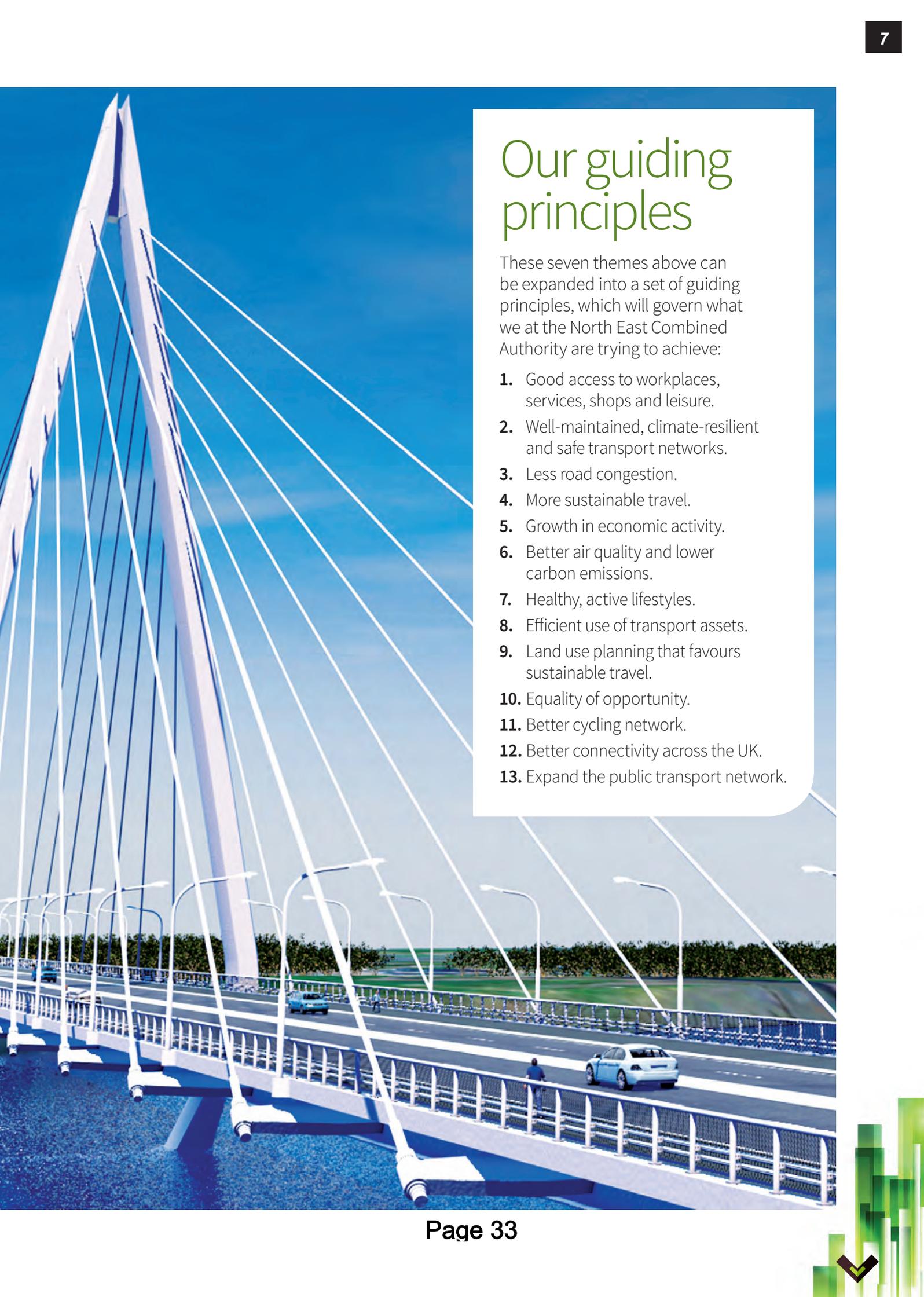
The North East needs good transport that enables economic growth and sustains jobs and communities.

We want to make sense of transport so that for people who live, work and visit here it is easy to use, reliable, affordable and accessible. Transport must also work for businesses that are located here, or are looking at moving to the North East. We want a transport system that reflects the character of our area: hard-working, efficient, accessible, and friendly.

Transport needs to work for everyone by being:

- 1. Accessible:** it should run as near as possible to where people live and want to travel to, and where businesses are (or want to be) located. It should be usable by everyone.
- 2. Affordable :** as far as possible, transport should be provided at a reasonable cost relative to the journey being undertaken.
- 3. Reliable:** the transport network should be one that we can rely on to work, with buses and trains running on time and congestion at a minimum.
- 4. Easy to use:** it should be easy to plan safe journeys, find out the best way to travel, pay for tickets and get all the essential information for your journey.
- 5. Safe:** the transport network should be, and be seen to be, safe regarding both road safety and also crime and fear of crime on public transport. Vulnerable users should be given greater protection than they currently are.
- 6. Sustainable:** the attractiveness of sustainable modes of transport should be improved. Transport should not have an adverse impact on the environment.
- 7. Integrated:** the transport network should be connected so that people can switch easily between modes, and timings and methods of payment complement each other.





Our guiding principles

These seven themes above can be expanded into a set of guiding principles, which will govern what we at the North East Combined Authority are trying to achieve:

1. Good access to workplaces, services, shops and leisure.
2. Well-maintained, climate-resilient and safe transport networks.
3. Less road congestion.
4. More sustainable travel.
5. Growth in economic activity.
6. Better air quality and lower carbon emissions.
7. Healthy, active lifestyles.
8. Efficient use of transport assets.
9. Land use planning that favours sustainable travel.
10. Equality of opportunity.
11. Better cycling network.
12. Better connectivity across the UK.
13. Expand the public transport network.



What is 'Sustainable' Travel?

Sustainable means taking transport decisions now that will reduce carbon emissions from transport, minimise local air pollution and won't create problems for the future.

We believe that sustainable travel is a good thing in its own right. Moving around the local area, participating in the local economy and interacting with other people all contribute to a healthy lifestyle for individuals and to a better society.

Sustainable is also about creating an economic environment that helps businesses to thrive and generates enough jobs for everyone in the North East who needs one.

Walking, cycling, public transport and taxis are all forms of sustainable travel that will grow the local economy and contribute to a healthy and active local culture. They also minimise pollution from greenhouse gas emissions and poisonous particulates in the air we breathe.

Because of this our first preference is for people to travel sustainably to, from and around the North East. Therefore the majority of our activities in transport will be focused on developing our sustainable transport networks.

Walking, cycling, public transport and taxis are all forms of sustainable travel that will grow the local economy and contribute to a healthy and active local culture.

Transport drives competitiveness

Successful business needs transport that is geared to its needs for:

1. Safe, reliable on-time delivery of goods.
2. Employees to be able to get to and from work quickly, easily and affordably.
3. Good connections locally, regionally, nationally and internationally to enable businesses to link up with each other to achieve growth.



What is Transport North East? What will it do?

- The North East Combined Authority is the first Transport Authority established in the country with coverage of such substantial urban and rural populations.
- Transport North East will be the new identity for transport functions for the Combined Authority.
- It will design and build transport networks around common standards, and oversee transport operations that deliver connectivity to communities, businesses, and visitors.
- It will also promote the healthiest and greenest ways to move around, and so encourage walking, cycling and the use of public transport wherever possible.
- This means the public should notice no change in standards simply because they have travelled across a council boundary within the North East.

Transport North East will be the new identity for transport functions for the Combined Authority.



Our vision, from your doorstep to the other side of the world...



Walking: healthy and sustainable local travel

- Create safe, attractive, obstruction-free pedestrian routes including better signage and signals for crossings.
- Improve walking links within and between communities in both rural and urban areas.
- Promote walking to school and work, to tackle inactivity and over-reliance on the car.
- Ensure new developments and roads have walking designed in.
- Continue to reduce pedestrian casualty rates by improving road safety for pedestrians.
- Take account of the needs of disabled pedestrians.

Create safe, attractive, obstruction-free pedestrian routes.



Cycling: quick, healthy and safe

- Build a network of attractive, good quality, safe, strategic urban and rural cycle routes, integrated with transport hubs, workplaces, shopping, leisure and education sites.
- Improve existing streets and junctions to support cycling, including reallocating road space.
- Establish cycle-friendly standards for neighbourhoods, towns and city centres, based on comprehensive parking, clear signage and good maintenance.
- Continue to promote cycling as a positive, sustainable way of improving health and well-being for adults and children alike.
- Continue to reduce cycling casualty rates by improving road safety for cyclists.

“Improve existing streets and junctions to support cycling.”





Bus services: underpinning local public transport

- Simple, good value and integrated fares backed by smart payment technology.
- Good network coverage reflecting local needs including in rural areas.
- Easy to use timetable, real-time departure and on-board information.
- Meeting all travellers' accessibility needs.
- Improved levels of punctuality and reliability.
- Priority on highways wherever needed.
- Low-carbon vehicles wherever possible.
- Good access for everyone, including disabled people.
- Measures to tackle crime and fear of crime so it is not a deterrent, particularly late at night.



Integrate taxis into the wider public transport network.



Taxis (Hackney Carriages and Private Hire Vehicles): flexible public transport

- Integrate taxis into the wider public transport network with better interchange and information.
- Ensure high standards of licensing and provision.
- Encourage greater use of low emission technologies in taxi fleets.



Local rail and Metro: driving economic growth

- Simple, good value and integrated fares backed by smart payment technology.
- Replace outdated Pacer trains and deliver an essential new fleet for the Tyne and Wear Metro.
- Create a regional express network, with high quality, faster trains and more routes electrified.
- Open new local stations on current lines, re-open key disused lines, consider more Park and Ride stations, upgrade freight-only sections to passenger use and build new routes.
- Devolve greater control to the region, so local rail and Metro can be managed together to deliver a higher standard for stations, information and customer service.
- Work with rail industry partners to address overcrowding and improve cycle access on trains.



- Address reliability and punctuality issues.
- Improve access for everyone, including disabled people.
- Tackle crime and fear of crime so it is not a deterrent, particularly late at night.

“Devolve greater control to the region, so local rail and Metro can be managed together.”



Reduce journey times and increase the number of trains to core cities.

National rail services: joining our economy with others

- Invest, and work with Network Rail, to grow capacity, resilience and reliability of services including for our main line to London and Scotland.
- Improve long-distance connections from market towns in the region.
- Reduce journey times and increase the number of trains to core cities including Leeds, Manchester, Edinburgh and Birmingham.
- Make sure the North East is part of the High Speed Rail network.





“Expand the existing ‘Pop’ branded smartcard for all local transport.”

Making journeys easy: smart travel and information

- Expand the existing ‘Pop’ branded smartcard for all local transport, as well as integrated uses like park-and-ride, cycle storage and Tyne Tunnel tolls.
- Offer affordable fares, particularly to support skills and training, especially for young people.
- Provide real time information for all local transport at stations, selected stops and to mobile devices.
- Develop a network of variable message signs on roads.
- Make full use of the Urban Traffic Management Centre to deliver information to road users.
- Make sure public transport services, timetables, information, fares and tickets are integrated.





“Ensure our ports can support new developments and innovation.”



Ports: Gateways to a world of trade

- Improve road and rail links from the region’s ports to the rest of the UK.
- Support the growth in cruise traffic to boost tourism and investigate the potential for new North Sea ferry routes.
- Ensure our ports can support new developments and innovation, such as growth in the offshore wind industry.
- Explore better use of our main rivers as transport arteries.
- Further improve integration between the Shields Ferry and other forms of transport.





Flying the flag for the region: the future for air travel

- Make our airports the preferred choice for people in the North East and surrounding areas.
- Build on the success of direct flights from Newcastle to Dubai by supporting new routes to China and the Far East.
- Increase capacity on Newcastle airport's existing runway, extend terminal facilities and support growth.
- Improve public transport links.

Promote an efficient, safe and sustainable freight sector.



Moving freight

- Promote an efficient, safe and sustainable freight sector as a major employer and driver for growth.
- Support the North East Freight Partnership to raise standards and provide accurate routeing and mapping.
- Develop a Strategic Rail Freight Interchange as part of moves to encourage a shift from road transport while growing overall business.
- Work with all partners to move freight away from road transport wherever possible.





“Expand rapid vehicle charging points through the region.”

Innovation

- Develop and expand the successful Urban Traffic Management and Control Centre to promote public transport and reduce congestion.
- Expand rapid vehicle charging points through the region with a common standard across communities, integrated with Highways England’s strategic network.
- Encourage the spread of Car Club sites, especially for Electric Vehicles (EVs).
- Promote ultra-low emission buses, taxis and freight vehicles, while supporting the development of alternative fuels and power sources.
- Promote North East universities and businesses as global leaders in research and technology for sustainable urban development.



“Support existing proposals to improve roads.”

Roads fit for purpose

- Invest to alleviate congestion and collision hot spots.
- Create well-maintained road space that is safe for all, with good access to key employment and development sites.
- Support existing proposals to improve roads including M1 extension to Gateshead, A1 dualling in Northumberland, Western Bypass enhancements and A19 junction upgrades.
- Consider further proposals if they are consistent with carbon reduction.
- Work with Highways England on A66 and A69 investment to improve cross-Pennine traffic.
- Offer car users better information on journey times, delays, parking and public transport alternatives.
- Reallocate road space to more sustainable forms of transport.
- Improve road safety, particularly for cyclists and pedestrians.
- Address congestion issues.





Powered Two Wheelers (motorcycles, scooters and mopeds)

- Recognise the benefits of PTWs to users and the environment.
- Facilitate PTWs as a choice of travel within a safe and sustainable transport network.
- Consider the needs of PTW users.
- Ensure good access to secure on and off-road parking for PTWs.



Joining it all together

- Ensuring that our transport system promotes economic growth.
- Working with health colleagues to ensure people can get to health facilities.
- Promote healthy transport choices including walking and cycling.
- Making sure that new developments and regeneration plans are ‘transport friendly’ and promote walking, cycling, public transport and car sharing.
- Improving interchange between different forms of transport.
- Working together to unify our existing different policies on:
 - Taxi licensing.
 - Bus and ‘no car’ lanes – including the times they apply and what vehicles are allowed in them.
 - Planning applications – where these impinge on neighbouring areas.

Ensuring that our transport system promotes economic growth.



Devolution

As we said at the start, the North East Combined Authority needs to take on new responsibilities and secure new funding, to allow our transport system to be developed by the people who live and work here:

- A local transport budget for many years to come, covering all relevant local highways and sustainable travel funding.
- A potential long-term funding programme for Metro investment including fleet replacement, possible expansion of the Metro network and integration with local rail services.
- Responsibility for the new Northern and Transpennine rail franchises from April 2016, in partnership with other Authorities across the North and the Department for Transport.
- A fully multi-modal smart ticketing and transport information network across the North East and beyond.
- Powers to take forward our plans for bus services.
- Work with national agencies (Highways England, Network Rail, HS2) on a joint agreement specifying improvements for the national road and rail network across the North East.
- A locally-devolved Highways Fund, committed over a multi-year period.



If you need this document in a different format, such as large print, please contact us on **0191 211 6024** or **transportconsultation@northeastca.gov.uk**

For more information on neca visit **www.northeastca.gov.uk**



North East Combined Authority

Overview and Scrutiny Committee

Date: 14 December 2016

Subject: North East Combined Authority Budget 2017/18

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 2017/18 NECA budget, as part of its consultation process. A summary report on the overall budget presented to the Leadership Board on 15 November 2016 is attached as an appendix. An update will be provided at the meeting on discussions to date.

Recommendations

It is recommended that the Committee receive the report for information and comment. Views will be considered 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 2017/18 NECA budget, as part of its consultation process. The summary report on the overall budget presented to the Leadership Board on 15 November is attached as an appendix. The Scrutiny Committee will be provided with an update on elements of the report since 15 November.

2 Proposals

- 2.1 The budget proposals for 2017/18 as they currently stand for transport and non-transport activity is set out in the report attached as Appendix 1. An update will be provided at the meeting on discussions to date.
- 2.2 The Committee is asked to consider these proposals and provide comments which can be taken into account as part of the consultation process for the 2017/18 budget.

3 Next Steps

- 3.1 The main budget for 2017/18 will be presented to the Leadership Board for agreement on 17 January 2017.

4 Potential Impact on Objectives

- 4.1 Impacts on objectives are set out in the report contained as an appendix.

5 Finance and Other Resources

- 5.1 The financial and resource implications are set out in detail in the report contained as appendix 1.

6 Legal

- 6.1 The legal implications are set out in the report contained as appendix 1.

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 human rights implications arising from this report.

7.3 Equalities and Diversity

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

North East Combined Authority

Overview and Scrutiny Committee

7.4 Risk Management

Risk management implications are set out in the report attached.

7.5 Crime and Disorder

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

7.6 Environment and Sustainability

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

8 Background Documents

8.1 Background report attached as appendix.

9 Links to the Local Transport Plans

9.1 There are no links to Local Transport Plans arising from this report.

10 Appendices

10.1 Report to the Leadership Board 15 November 2016 – Draft Budget 2017/18 and Transport Levies

11 Contact Officers

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

12 Sign off

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

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North East Combined Authority

Leadership Board

Date: 15th November 2016

Subject: North East Combined Authority Budget 2017/18

Report of: Head of Paid Service and Chief Finance Officer

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to set out the key budget issues, principles and proposals that are likely to be included in the 2017/18 Budget Report for the North East Combined Authority (NECA) for consideration by the Leadership Board on 17th January 2017. The issues identified in this report and the comments at the meeting will form the basis for consultation on NECA's Budget, as required in its constitution. Not all of the information needed to complete the budget is currently available, in particular the details of Government grant funding, which should be announced between the time of the Autumn Statement on 23th November and the end of December.
- 1.2 The responsibilities and role of NECA in future years will depend on the outcome of devolution discussions and any subsequent governance review. In the absence of a devolution agreement to be implemented by NECA in 2017/18, it is intended that costs in 2017/18 be kept to the minimum level necessary for NECA to fulfil its statutory responsibilities. The revenue budget for 2017/18 will reflect the Transport responsibilities of NECA and functions relating to economic development and the delivery of NECA's responsibilities as the accountable body for the North East LEP and for the use of Government grants. The capital programme will include Transport capital investment programmes and the Local Growth Fund (LGF) grant funded projects and programmes.
- 1.3 Further information about the detailed content of the budget is currently being developed in discussion with constituent authorities. The outcome of these discussions and the information to be announced in the Autumn statement about grant funding will be reflected in the report to the Leadership Board in January, together with any comments that emerge from consultation. As further information becomes available it will be included in future reports, including information provided to Overview and Scrutiny Committee.
- 1.4 NECA is required by law to set its Transport budget and levies for 2017/18 by 15th February 2017 at the latest. It is also necessary to agree the level of any contributions from constituent councils towards non-transport costs, so that the councils can take the levies and contributions into account in setting their own budgets for 2017/18.

North East Combined Authority

Leadership Board

- 1.5 It is intended that the Leadership Board will set the Base Revenue Budget, and the Initial Capital Programme and Transport levies at its meeting on 17th January 2017. This will provide the information about transport levies and contributions to the NECA budget in good time for the seven constituent councils to include it within their budgets. Further consideration will need to be given over the next few months to how activity relating to Skills and Adult Education devolution in future years will be managed and funded. As any additional revenue and capital funding for 2017/18 and future years is confirmed, the Leadership Board can agree revisions to its Revenue and Capital Budget at its future meetings.
- 1.6 This budget report sets out the indicative level of resources planned to be used in 2017/18 to help deliver the Objectives of NECA and the North East Strategic Economic Plan. The budget has also to be set in the context of the national position of austerity, which is expected to require further savings to be achieved in local authority revenue spending over the next four years; as well as reflecting any new capital investment opportunities presented by the Autumn statement.
- 1.7 At this point it is envisaged that –
- The provisional Transport Revenue Budget and Levies for 2017/18 are estimated to be £84.8m, which is a cash reduction of -£2.09m (-2.4%) compared with the current year. This is to be delivered mainly through efficiency savings and use of reserves with no significant cuts in transport services in 2017/18. Potential cuts in transport services that may be needed to balance the budget in future years are explored, with consultation in 2017 for implementation from 2018 onwards;
 - The match funding contribution of £250k for the cost of the North East LEP is proposed to continue in 2017/18. The level of other contributions towards corporate costs and inward investment will be subject to the outcome of discussions with constituent councils;
 - Capital investment in transport, infrastructure and economic development is expected to be lower than in the current year, with an indicative programme of around £80m, plus any new capital grants announced in the next few months; and
 - The only significant fees or charges to be set by the NECA as part of the 2017/18 budget relate to Metro Fares, where a weighted average increase of 1.4% (which is less than RPI inflation) including another freeze in Child fares, maintaining the discounts that are offered to students and young people aged 16 to 18 and increasing the price differential for Pay As You Go products, has been agreed by the Tyne and Wear Sub-Committee for implementation on 2 January 2017. No increase in the Tyne Tunnel Tolls is proposed next year.

North East Combined Authority

Leadership Board

2. RECOMMENDATIONS

2.1 It is recommended that the Leadership Board –

- a) receive this report for consideration and comment;
- b) agree the budget approach of setting out a detailed revenue budget for 2017/18 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 2017/18 as well as the need to achieve savings to help constituent authorities deal with cuts in their funding as part of the Government's continuing austerity measures. Indicative transport budgets will be set out over a three year period, where it is possible to do so;
- c) agree that the following points and proposals form the basis of consultation about the NECA 2016/17 Revenue Budget : -
 1. The Transport Budget for Tyne and Wear is indicatively proposed to be set at £63.04m, which is a further reduction of £2.08m (-3.2%) compared with the budget this year. The cost saving to councils is proposed to be delivered by way of a combination of a repatriation of reserves and a sustainable reduction in the levy. The budget savings needed to deliver this are expected to be made in 2017/18 without any significant impact on transport services, through efficiencies and further temporary use of Nexus reserves. The delivery of further savings in future years is likely to require cuts in services from 2018 and options to achieve sustainable savings and a balanced budget by 2019/20 will be consulted upon during 2017.
 2. The indicative Transport Budget and Levy for Durham County Council area is expected to be £15.482m, which is a small net increase of £0.042m. No reductions in services are envisaged for 2017/18.
 3. The indicative Transport Budget and Levy for Northumberland County area is likely to be around £6.286m, which is a reduction of £0.048m on the current year's budget. No reductions in services are envisaged for 2017/18.
 4. The £250k contribution to fund the North East LEP, which is required to match fund the Government Grant, is proposed to be continued in 2017/18;
 5. NECA will need to maintain sufficient capacity to meet its statutory requirements. Savings in the Corporate costs are being investigated and discussed with constituent councils and the outcome in terms of the level of corporate contributions (currently £300k is contributed towards a gross corporate budget cost of

North East Combined Authority

Leadership Board

- £550k) will be included in the January Budget report;
6. The contribution to the Inward Investment Team are also subject to discussion with constituent councils and the North East LEP. The current contributions of £140k part fund a budget of £505k in 2016/17, with an estimated outturn spend of around £439k. Options are being developed for inclusion in the January budget report.
 7. Proposals for the uplift in Metro fares to cover inflation cost pressures have been developed to constrain the weighted average increase to 1.4%, which is 0.5% less than the annual increase in the July 2016 RPI inflation index. Detailed proposals were agreed by the Tyne and Wear Sub-committee at its 3rd November meeting, which included a further freeze in child fares, with a potential implementation date of 2 January 2017. No increase in the Tyne Tunnel Tolls is proposed for 2017/18.
 8. The North East LEP Budget is being prepared to reflect its responsibilities and the estimated available resources for 2017/18. A draft budget will be considered by the LEP Board later in November and more information will then be included in the January Leadership Board.
 9. NECA will need to set out a balanced budget for 2017/18, maintaining a sufficient but minimal level of reserves to manage risk and will set out a treasury management strategy for borrowing and lending which will comply with the Prudential Code.
- d) Agree that a narrative document be prepared from the content of this report and the comments and decisions of the Leadership Board, which will set out the budget proposals in an appropriate format for consultation.

North East Combined Authority

Leadership Board

3. THE POLICY CONTEXT

- 3.1 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.
- 3.2 The capital and revenue resources of the Combined Authority and the NELEP will be targeted to achieve the priorities set out in the Strategic Economic Plan (SEP) and the Transport Levies that the Combined Authority will set will help meet the statutory transport responsibilities of the Combined Authority, which can also contribute to priorities in the SEP.
- 3.3 The Combined Authority has agreed three broad Policy priority areas –
- **Transport**
 - **Employability and Inclusion**
 - **Economic Development and Regeneration**
- 3.4 The North East Strategic Economic Plan which was published in April 2014 was focused on delivering 'More and Better Jobs'. A refresh of the Strategic Plan has been undertaken and the updated strategy is due to be published shortly.
- 3.5 The Revenue Budget and Capital Investment Programme of NECA will contribute to the achievement of these objectives.
- 3.6 The fact that the proposed NECA Devolution agreement with Government will not be implemented in the current year, and the ongoing discussion about the potential for a Devolution agreement covering part of the NECA area will have an impact on the scope of the responsibilities of NECA in 2017/18 and future years. The NECA budget will need to take into account the outcome of these discussions. The opportunity for cost savings in 2017/18 is being explored and this will be reflected in the January Budget report.
- 3.7 The result of the referendum vote to leave the EU will have an impact on the local economy and on the availability of European Funding. NECA has sought assurances from the Government about the future of European and equivalent regional funding from the UK Government after the exit from the EU. Limited assurances have been received about the EU funding in the current period to 2020, with no assurances about the level of regional support in future years. Further information about the Government's response to the impact on the economy is expected to be included in the Autumn Statement, which should also include an announcement about the bids for the third round of Local Growth deal funding.

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European Funding

- 3.8 While there is no European funding as part of the NECA revenue budget, European funding is particularly important to the region in supporting training and employment initiatives, helping to fund capital investment and a major programme of Access to Finance for businesses, for example through the JEREMIE 2 programme. An update on EU funding will be included in the January report.

Local Growth Deal

- 3.9 The North East LEP and NECA have submitted a programme of projects for consideration for Local Growth Fund grant. The level of LGF round 3 capital grant funding over the next four years is expected to be announced about the time of the Autumn Statement on 23rd November. The results of the announcement will be combined with the current programme and will be presented as part of the new Capital Programme for 2017/18 to 2020/21 to be reported to the North East LEP and the NECA Leadership Board in January.

4. BACKGROUND INFORMATION – BUDGET PROCESS

- 4.1 Levying Bodies regulations require Transport Authorities to set their Budgets and Levies by 15th February each year. Traditionally levies 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 it in their budgets. As well as transport levies the Budget will set out any contributions from Councils to meeting the non-transport costs of the Combined Authority and will set out information about the Capital Investment Programme of the Combined Authority and how the programme is to be funded.
- 4.2 As the accountable body for the North East Local Enterprise Partnership (NELEP), the Budget will include information about the funds available to NELEP and the NELEP's proposed Budget for 2017/18. The budget will need to reflect Spending Review decisions about the level of grant given to support LEP costs as well as the guidance and the resource requirements needed to meet grant conditions.
- 4.3 It is good practice for all organisations to develop a Medium Term Financial Strategy (MTFS) and it would be preferable to develop the 2017/18 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 uncertainty over Government funding and the transitional position of NECA itself has not made this possible. The potential for more certainty over the revenue grant for constituent councils and the level of cuts that they need to achieve to deliver

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the Government's austerity programme over the next three years, make a three year indicative revenue transport budget possible and this is being explored. With the announcement for LGF round 3 funding a four year capital programme can be produced. The uncertainty over the scope of NECA responsibilities in future years will mean that the small corporate budget and other contributions from constituent councils will need to continue to be set on an annual basis.

- 4.4 Ambitious bids for major transport and infrastructure projects and programmes supported by funding secured from DFT national funding continue to be made and the results of these will be reflected in the capital programme as announcements are made.
- 4.5 A key decision in the Revenue Budget is what the level of the Transport Levy will be for 2016/17 and future years for Tyne and Wear and for Durham and Northumberland and the level of the contribution from the 7 councils for non-transport costs, including the contribution to fund capacity and corporate costs.
- 4.6 The constitution of the Combined Authority requires an early consultation on Budget Proposals, giving at least two months for the consultation process to be completed. This report will start the consultation process, which will include consideration of the budget report by Overview and Scrutiny Committee, Transport North East Committee, the seven constituent councils, consideration by NELEP and a consultation with the North East Chamber of Commerce.
- 4.7 The timetable for developing the 2017/18 Revenue Budget and the Capital programme is very tight and involves a number of steps for discussion, consultation and development of the Budget, as can be seen from the draft timetable set out in Appendix A. Initial technical briefings and discussions on the budget process and timetable have taken place with all councils and this has resulted in the high level proposal for 2016/17 set out in this report. Further details will be developed and fine-tuned in partnership with the NELEP, councils and delivery organisations over the next few months. This additional detailed work and the feedback from consultation will then be reflected in a detailed 2017/18 Budget Report for consideration in January 2017.

5. CONTEXT OF AUSTERITY MEASURES

- 5.1 The budget is being developed in the context of significant revenue funding cuts for local government as part of the delivery of the national austerity measures, which is expected to require significant cuts over the next four years. The revenue support grant and indicative spending power figures for local government over the next three years was announced earlier this year.

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The announcement envisaged a reduction in spending power for the constituent councils of NECA next year of £52m (excluding the increase in the better care fund and the extra permitted social care precept uplift). The spending power for councils will also depend on the projections of business rate income, which is uncertain due to the level of appeals and the results of the recent Business Rate revaluation. The detailed allocations of grant for councils including information about business rates adjustment for the impact of the revaluation is expected to be announced later in December.

5.2 Councils are also facing significant spending pressures, in particular in their social care budgets. This means that councils will have to find significant additional revenue budget savings over the next three to four years. At present the seven constituent councils in NECA are expecting to have to achieve around £180m of revenue budget savings next year to set a balanced budget.

5.3 The implications of the announcement of cuts in funding for Transport and NECA will be analysed and reported to the Leadership Board in January.

6. REVENUE BUDGET PROPOSALS

6.1 Transport Revenue Budgets and Levies for 2017/18

6.1.1 The overall total proposed net revenue budget for transport in 2017/18 is currently £84.808m. This represents a net reduction of £2.086m (-2.4%) on the overall transport net revenue budget for 2016/17. Information about the draft budget and the levy for each of the three areas in NECA are summarised in the table below and set out in more detail in the following sections. Three separate Levies are required because the cost per person varies greatly between each area, ranging from £19.94 per head in Northumberland to £29.79 per head in Durham and £56.18 per head in Tyne and Wear. 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.

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Table 1: Summary of proposed transport budgets and levies 2017/18

Area	Transport Budget and Levy	Change from 2016/17	Levy per Person
	£	£	£/person
Durham	15,482,424	42,381	£29.79
Northumberland	6,285,980	(47,949)	£19.94
Tyne and Wear	63,040,000	(2,080,000)	£56.18
Total	84,808,404	(2,085,568)	

Durham County Council

- 6.1.2 The budget and levy for public passenger transport activity in County Durham is expected to be in the region of £15.482m for 2017/18. This compares with an original budget of £15.440m for 2016/17 and a revised forecast for 2016/17 estimated at £15.399m. The budget and levy for 2017/18 is summarised in the table below.

Table 2: Draft Durham Transport Budget and Levy 2017/18

	Gross Expenditure	Gross Income	Net Expenditure
	£	£	£
Grant to Durham			
Concessionary Fares - Statutory	11,746,934	(9,000)	11,737,934
Concessionary Fares - Discretionary	537,000	0	537,000
Subsidised Bus Services	4,119,971	(1,806,551)	2,313,420
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	637,334	0	637,334
Total Grant	17,714,820	(2,237,396)	15,447,424
Share of NECA Transport Costs	5,000	0	5,000
Transport Levy	17,719,820	(2,237,396)	15,482,424

- 6.1.3 The overall bus network in County Durham remains fairly stable and we are not aware of any significant commercial changes planned for 2017/18. The total number of bus passenger boardings in the County has seen a further modest decline over the past twelve months; this is considered to be

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generally in line with national trends.

- 6.1.4 The budget for subsidised bus services was reduced by £400,000 in 2016/17 through a combination of efficiency savings and a reduction in costs following contract retendering. Although there are no confirmed plans to make further reductions, it will be necessary to keep this area of the budget under review in line with Durham County Council's Medium Term Financial Plan requirements.
- 6.1.5 The majority of the council's subsidised service contracts are due to be retendered in July 2017. This creates a degree of budget uncertainty and we are anticipating some modest pressure on contract costs in line with the recent introduction of the National Living Wage. The focus of spend on subsidised services will continue to be on maintaining the level of accessibility in rural and semi-rural areas and supplementing the daytime commercial network with early and later journeys.
- 6.1.6 The budget for concessionary fares continues to be subject to pressure from commercial fare increases. However, these impacts are largely being mitigated by a combination of the effects of the rise in entitlement age and a stabilisation of concessionary travel journeys.
- 6.1.7 In addition to public transport services, the transport team in Durham will continue to focus on integration and efficiency in the delivery of home to school transport and adult social care transport across the County.

Northumberland County Council

- 6.1.8 The draft budget and levy for public transport activity in Northumberland is expected to be in the region of £6.286m for 2017/18. This compares with a budget of £6.334m for 2016/17. The budget and levy for 2017/18 is summarised in the table below.

Table 3: Draft Northumberland Transport Budget and Levy 2017/18

	Gross Expenditure	Gross Income	Net Expenditure
	£	£	£
Concessionary Fares	4,802,940	(12,940)	4,790,000
Subsidised Bus Services	1,999,740	(696,340)	1,303,400
PT Information	3,400	0	3,400
Staffing	184,180	0	184,180
Total Grant	6,990,260	(709,280)	6,280,980
Share of NECA Transport Costs	5,000	0	5,000
Transport Levy	6,995,260	(709,280)	6,285,980

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- 6.1.9 The indicative budget for 2017/18 has reduced slightly compared to the levy agreed by the Leadership Board in January 2016. This had been set higher than the figures reported to the Transport North East Committee in November 2015 due to Northumberland increasing its 2016/17 Concessionary Fares budget. This was due to a perceived pressure around the number of people that would be using their passes and therefore the reimbursement that would be due to the operators resulting in the budget being insufficient to cover the forecast expenditure.
- 6.1.10 The budget for Bus Services is unchanged to its current level with no significant investment in the county's bus stations planned for 2017/18. The final budget will be agreed at the Council's Cabinet on 6th December 2016 and ratified at the full County Council meeting on 7th December 2016.

Tyne and Wear

- 6.1.11 Figures for the Tyne and Wear levy have been prepared on the basis of the potential Budget and Levy approach and figures discussed with local authorities earlier in 2016, which involved a proportionate saving broadly in line with the reduction in Spending Power of the Tyne and Wear authorities (excluding the social care precept increase). In headline terms this would involve a cash saving to constituent councils of £2.080m (-3.2%) in 2017/18, £3.32m (5.1%) in 2018/19 and £3.92m in 2019/20.
- 6.1.12 The distribution of the Levy within Tyne and Wear is based on population and the levy will reflect changes in population as well as the cut in the overall amount. The indicative levy for 2017/18 for each of the Tyne and Wear districts is shown below, assuming that a sustainable levy reduction can be made. The saving to councils of £2.080m in 2017/18 will be achieved through a combination of a sustainable levy reduction and a repatriation of reserves, with a full sustainable levy reduction being made once budget savings have been agreed.

Table 4: Draft Tyne and Wear Transport Budget and Levy 2017/18

District	Population (2015 Mid Year Estimates)	2017/18 Proposed Contribution	Saving compared to 2016/17
Gateshead	200,996	11,291,085	(380,260)
Newcastle	292,883	16,452,899	(418,323)
North Tyneside	202,494	11,375,236	(426,441)
South Tyneside	148,671	8,351,693	(306,425)
Sunderland	277,150	15,569,087	(548,551)
Total	1,122,194	63,040,000	(2,080,000)

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- 6.1.13 This reduction would bring the overall annual transport levy reduction since 2010 to £15.08m, which has largely been achieved through efficiency savings and 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.
- 6.1.14 Proposals for the Nexus budget are set out in detail for consideration by Tyne and Wear Sub Committee as part of their agenda. They have taken into account consultation on service priorities undertaken during 2016. The proposals for 2017/18 involve the achievement of the saving through further efficiency measures; savings in capital financing costs; some temporary use of reserves and changes which have a minimal impact on services and no impact on services considered to be a higher priority. The potential for a further reduction in the levy in future years is also being considered by the Tyne and Wear Sub Committee. The achievement of this further saving and the delivery of a balanced budget over the next three years is likely to have an impact on Transport services in Tyne and Wear and this will be the subject of further consultation in 2017 before services changes are implemented in 2018. The detailed recommendations agreed by the Tyne and Wear Sub Committee will be reflected in the Budget report to the Leadership Board and in any consultation. 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:

Table 5: Allocation of the draft Tyne and Wear Levy/Contribution for 2017/18

	2016/17	2017/18	Change
	£	£	£
Levy budget (non-Nexus)	2,620,000	2,150,000	(470,000)
Grant to Nexus	62,500,000	60,890,000	(1,610,000)
Total Levy	65,120,000	63,040,000	(2,080,000)

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6.1.15 Proposals for the Nexus budget have been set out in detail for consideration by Tyne and Wear Sub Committee as part of their agenda. The proposed 2017/18 budget for Nexus is summarised in the table below:

	Direct Costs	Income	Net Direct Costs	Indirect Costs	Grants	Loan Interest	Capital Adjustments	2017/18 Net Budget
	£m	£m	£m	£m	£m	£m	£m	£m
ENCTS	35.941	(1.094)	34.847	0.925	0.000	0.000	0.000	35.772
Discretionary CT	11.713	(7.599)	4.114	0.109	0.000	0.000	0.000	4.223
Metro	82.747	(46.053)	36.694	12.482	(24.974)	1.437	(21.738)	3.901
Ferry	1.383	(0.441)	0.941	0.593	0.000	0.020	(0.209)	1.344
Local Rail	0.161	0.000	0.161	0.280	(0.240)	0.020	0.000	0.221
Bus Services	15.023	(3.791)	11.232	1.641	0.000	0.016	(0.005)	12.884
Bus Infrastructure	2.415	(0.580)	1.834	0.685	0.000	0.359	(0.450)	2.429
Public Transport Information	0.884	(0.090)	0.794	1.196	0.000	0.007	(0.256)	1.741
Major Projects	2.280	0.000	2.280	0.000	(0.931)	0.000	0.000	1.349
Total Requirement	152.546	(59.650)	92.896	17.911	(26.145)	1.858	(22.658)	63.863
NECA Grant (Levy)								(60.890)
Reductions to base								(1.363)
Deficit Funded from Reserves								1.610

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Tyne and Wear Transport Budget (non-Nexus)

- 6.1.16 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 (89%) relates to financing charges on historic debt. Additionally, there is budget provision to pay for support services/Transport SLAs, other supplies and services, the external audit fee and a repayment to the Tyne Tunnels for use of reserves in 2013/14 to pay off the pension deficit.
- 6.1.17 The Tyne and Wear (former ITA) Transport Revenue reserves are estimated to reduce from £0.563m at the start of 2016/17 to £0.499m at the year end, prior to any repatriation of reserves in the current year. The indicative overall position for 2017/18 is largely breakeven. The indicative budget for 2017/18 is summarised in the table below.
- 6.1.18 The reduction in the contribution from the levy has largely been achieved through a proposed change to the method for calculating the Minimum Revenue Provision (MRP) which is the set aside from reserves to meet debt repayments in future years. For Tyne and Wear, this debt is historic supported borrowing taken out by the former Passenger Transport Authority, where the constituent Tyne and Wear authorities receive government grant. The proposal would involve moving from a 4% reducing balance method of calculating MRP, to a 2% straight line basis. This will be discussed in more detail in a report to the Leadership Board in November.

Table 6: Draft Tyne and Wear centrally held Transport Budget 2017/18

	2016/17 Revised Estimate	2017/18 Estimate	Change
	£000	£000	£000
Support Services / Staffing	230	230	-
Administration and Governance	40	43	3
Financing Charges	2,303	1,769	(534)
Contingency / Devolution	110	110	-

Tyne Tunnels

- 6.1.19 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.
- 6.1.20 In 2016/17 the original budget for the Tunnels account had a small planned deficit of £0.289m to be funded from the Tyne Tunnels Reserves. Increased

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traffic flow in year has resulted in increased income, and along with savings in financing costs, the net outturn for the account in 2016/17 is estimated to be a reduced deficit of £0.120m.

6.1.21 The indicative budget for 2017/18 is set out in the table below.

Table 7: Draft Tyne Tunnel Budget 2017/18

	2016/17 Revised Estimate	2017/18 Estimate	Change
	£000	£000	£000
Tolls Income	(29,633)	(29,800)	(167)
Contract payments to TT2	22,968	23,097	129
Employees	37	39	2
Pensions	52	53	1
Support Services	90	90	-
Supplies and Services	35	35	-
Community Fund	10	10	-
Financing Charges	6,901	6,900	(1)
Interest/Other Income	(100)	(100)	-
Repayment from TWITA reserves	(240)	(240)	-
Contribution (to)/from reserves	120	84	(36)

Regional Transport Team

6.1.22 The Regional Transport Team budget supports NECA and NELEP 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.

6.1.23 The table below provides a summary of the forecast expenditure for 2016/17 and indicative budget for 2017/18, which is still subject to further discussions about the level of activity needed in 2017/18. The outcome of these discussions will be reflected in the January 2017 budget report.

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Table 8: Indicative Regional Transport Team Budget for 2017/18

	2016/17 Forecast	2017/18 Indicative Estimate
Staffing	489,300	519,100
LTP4 Development and LGF Business Case Assessment	332,700	220,000
Research and Development	178,600	150,000
Miscellaneous (e.g. Travel & meetings)	8,000	8,000
	1,008,600	897,100
Funded by:		
NECA Integrated Transport Block	(500,000)	(500,000)
LGF Programme Management	(400,000)	(200,000)
Prior Year balances carried forward	(315,595)	(200,000)
	(1,215,595)	(900,000)

6.2 Economic Development / NELEP Capacity

- 6.2.1 The NELEP core team is part funded from a Government contribution matched by a contribution from the constituent authorities. The Government has previously announced the continuation of their £250k grant in 2017/18, subject to match funding from the local authorities. It is proposed that the current match funding contribution of £250k will continue to be provided next year and this is funded by equal contributions of £35,714 from the seven constituent authorities. Part of the LEP costs of managing the LGF programme is funded from a 2.5% top slice from the LGF grant. The reduction in the value of this capital programme next year means that this funding contribution will reduce in cash terms over the next few years, with the contribution in 2017/18 falling to around £1.0m compared to the current year's contribution of £1.3m. The LEP budget is being prepared to reflect the latest estimate LGF grant funding.
- 6.2.2 The NELEP has significant loan funds and an update on the estimated level of funds available next year will be reported to the January meeting. The Loans funds will be used to help businesses with a view to increasing the number of jobs and support economic growth. NECA can help the NE LEP accelerate and increase the level of Loans funds available to support businesses. The NE LEP has also been working with the seven local authorities to establish a major new five year JEREMIE 2 fund provide access

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to finance for businesses and this will be launched early next year.

Inward Investment

- 6.2.3 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 £505k. 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 2017/18 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 2017/18. The latest estimate of the outturn position for this budget is set out in the table below.

Table 9 : Inward Investment budget 2016/17 update

	2016/17 Original Budget	2016/17 Forecast
	£000	£000
Employees	165	155
Staff Training	2	2
National travel and subsistence	10	7
Overseas travel	10	-
Web, telecoms, computers	15	5
Marketing/Comms/Events	133	133
Membership Fees	5	5
Visit hospitality costs	15	10
Professional consultancy	30	30
Lead generation / representation (overseas)	40	-
Lead generation / representation (London)	45	45
Research resource licenses	25	18
Propositions refresh	10	10
Total Estimated Cost	505	439
Funding		
Local Authority Contribution	140	140
LEP matching Contribution	140	140
LEP One off Contribution	20	20
Private sector contributions	10	10
Balance carried forward from 2015/16	123	94
Contribution from Enterprise Zone funding	72	35
Total Estimated funding	505	439

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6.3 NECA Corporate Costs

6.3.1 The NECA budget for Corporate Costs in 2016/17 was £550,000, which was part funded by council contributions of £300,000, funded equally by a £42,857 contribution from each of the constituent authorities, which was the same contribution as in the previous year. The balance was to be funded by interest on revenue balances and treasury management cash flow activity in 2016/17. In the absence of devolution, corporate costs are expected to be lower, but interest income is also expected to be lower this.

6.3.2 For 2017/18 an exercise is underway to identify a reduced level of corporate cost needed for NECA to meet its statutory obligations. The estimate of income is also being revised and the net cost will form the proposed contribution from councils in 2017/18. The results of the discussions with councils are expected to be reflected in the January budget report.

6.3.3 The main areas of cost relate to support costs in relation to Head of Paid service, Monitoring Officer and Legal costs, Chief Finance Officer and Finance costs, HR support, Internal and External Audit, administration and co-ordination costs, communications costs and scrutiny costs, which continue from previous years and other operating costs. It is important that the Combined Authority is able to fulfil its statutory and corporate functions effectively and that reasonable costs are funded appropriately. Options are being explored to minimise the gross and net costs and the outcome will be reported in the January Budget report.

7. FEES AND CHARGES

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

7.2 In the past, in order to meet budget targets and to align with national rail fare increases, Metro fares have traditionally been reviewed with changes coming into effect from January. Detailed proposals were reported to the Tyne and wear Sub Committee at its meeting 3rd November, where a weighted average increase of 1.4% (which is less than RPI inflation) including another freeze in Child fares, maintaining the discounts that are offered to students and young people aged 16 to 18 and increasing the price differential for Pay As You Go products, was agreed for implementation on 2 January 2017.

7.3 This increase is necessary in order to help meet the financial targets required by the Nexus Medium Term Financial Forecast.

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7.4 No changes are proposed to the Tyne Tunnel tolls in 2017/18.

8. RESERVES AND CONTINGENCIES

8.1 The General Reserve of NECA was set at a relatively low level of £350k for 2014/15. This fell to £279k at the end of 2014/15 and to £208k at the end of 2015/16. Reserves were temporarily being used to fund Devolution costs in 2016/17 and are expected to be will replenished in 2016/17. The required level of the Corporate Reserve for 2017/18 will be reassessed based upon a risk analysis taking into account the resources available to meet corporate costs next year and may need to be restored to a higher level, which could be achieved by use of additional interest on revenue balances.

9. POTENTIAL IMPACT ON OBJECTIVES

9.1 The budget and Medium Term Financial Strategy will reflect the policy objectives of the Combined Authority including the delivery of the Strategic Economic Plan. Future reports will set out revenue and capital budget proposals that will help deliver the objectives of the Combined Authority

10. FINANCE AND OTHER RESOURCES

10.1 The financial and other resources are summarised in this report, where they are known. Further detail that are known about the impact of the Spending Review in terms of funding cuts and additional funding to be available under the Devolution Agreement and successful bids for Enterprise Zones will be identified in the January Budget Report.

11. LEGAL

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

11.2 In accordance with the Budget and Policy Framework Rules of Procedure of the NECA's 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. The accompanying information will include details of how it is intended to consult with the Constituent Authorities, stakeholders and residents as well as the timetable for the consultation and preparation of the final proposals. The Overview and Scrutiny Committee, after considering the consultation proposals and timetable can make appropriate recommendations to the Leadership Board in that regard.

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- 11.3 Once the consultation process has been completed, details of the final proposals in relation to the Revenue Budget and levy will be referred to the Overview and Scrutiny Committee. The Leadership Board when considering the final proposals will take into account the recommendations and/or observations of the Overview and Scrutiny Committee. The Leadership Board must approve the final overall budget proposals unanimously.

12 OTHER CONSIDERATIONS

12.1 Consultation/Community Engagement

- 12.1.1 The NECA constitution requires that consultation on its budget proposals to be undertaken at least two months prior to the budget being agreed. It is proposed that the 2017/18 Base Budget Proposals be reported to the Leaders Board on 15 November to start a consultation process, which will include the Overview and Scrutiny Committee and the North East Chamber of Commerce. New proposals to be considered as potential budget increases later in the year would also be subject to a consultation process.
- 12.1.2 NELEP will be considering its budget from November to January. Consultation on any specific Transport proposals with service impact in Durham, Northumberland and Tyne and Wear will be undertaken by individual councils/delivery organisations. Overview and Scrutiny Committee will consider the budget process and the key proposals at its meetings on 1st December.
- 12.1.3 In order to assist with the consultation process, it is proposed that a narrative document be prepared from the content of this report and the comments and decisions of the Leaders board of 15 November, which will set out the budget proposals in an appropriate format for consultation.
- 12.1.4 With recommendations for Transport budgets and Levies being considered by committees in December, comments on the initial proposals should be received by 20th December if they are to be reflected in the consideration by the Transport North East Committee and by Durham and Northumberland County Councils. Comments on all budget proposals should be received by 4 January 2017 in order to be taken into account in producing the Budget report for the NECA Leaders Board meeting in January. Additional comments received after these dates could be taken into account by the Leaders Board in taking their decision on 17th January.
- 12.1.5 The late confirmation of funding means that new funding for 2017/18 will have to be reported to future meetings of the NELB and a consultation process for the use of that funding will need to be put in place.

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12.2 Human Rights

Any human rights issues will be reflected in the future reports on budget proposals.

12.3 Equalities and Diversity

There are no specific issues arising directly from this report.

12.4 Risk Management

Appropriate risk management arrangements will be put in place and reported as part of the Budget Report in January. Key issues will be the level of reserves and mitigation measures that can be put in place.

12.5 Crime and Disorder

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

12.6 Environment and Sustainability

There are no specific issues arising directly from this report. The Budget reports will set out environment and sustainability implications.

13. BACKGROUND DOCUMENTS

- 13.1
- NECA Constitution
 - Growth Deal announcement – July 2014
 - NECA 2016/17 Budget Report – January 2016.

14 LINKS TO THE LOCAL TRANSPORT PLANS

- 14.1 The Budget Report itself will reflect all of the NECA Plans and Policies and links to the policies are set out in the report.

15. APPENDICES

- 15.1 Appendix A : Updated Budget Timetable

16. Contact Officers

- 16.1 Paul Woods, Chief Finance Officer. Paul.Woods@northeastca.gov.uk, Tel: 07446936840

North East Combined Authority

Leadership Board

17. SIGN OFF

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

North East Combined Authority

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Appendix A Budget Timetable

DATE	EVENT	ACTION
26 January 17	NELEP Board	Final Budget Report
17 January 17	NECA Leaders Board	Formally Agree Levies / Budget
9 January 17	Paper circulation	Final Budget report Published
22 December 16	Deadline	Deadline for comments from Councils etc for inclusion in the final report
14 December	NECA Overview and scrutiny Committee	Consider Budget Report as part of Consultation Process date to be confirmed
w/c 12 December	Meeting with North East Chamber of Commerce	Consultation on Budget and Levy Proposals for January 2017 Meeting
6 December	Governance Committee	Consider Budget Report as part of Consultation Process date to be confirmed
24 November	North East LEP Board	Consider/Agree Draft Budget Proposals
15 November	NECA Leaders Board	Consider and agree Draft Budget Report for Wider Consultation

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North East Combined Authority

Overview and Scrutiny Committee

Date: 14th December 2016

Subject: Policy Review: Transport related barriers to education, employment and training

Report of: Monitoring Officer

Executive Summary

The purpose of this report is to consider the conclusions of a policy review on transport related barriers to education, employment and training. This review will be submitted to the Transport North East Committee, and the Leadership Board to assist in the development of the Transport Plan for the North East.

Recommendations

It is recommended that the Committee receives and considers this report.

North East Combined Authority

Overview and Scrutiny Committee

1. Introduction

- 1.1 This review focussed on one central aspect: transport and the provision of access to employment, training and education. The more efficient this access, the greater the economic benefits.
- 1.2 The conclusions are intended to contribute to the Transport Plan for the North East and to focus on how to support delivery of key transport-related priorities for the NECA area.
- 1.3 Barriers in transport provision can prevent people from accessing key local services or activities, such as jobs, learning, healthcare, shopping or leisure. This report is primarily concerned with options for removing the barriers to accessing employment, training and education facilities, including whether transport is available at a reasonable cost, in reasonable time and with reasonable ease.
- 1.4 This report reflects how different barriers impact directly on service users and how this may impact on their ability to take up employment and training.

2. Background

- 2.1 The Scrutiny Committee took written and oral evidence over an 18 month period. To ensure that a wide range of interested parties could submit evidence to the review, a Call for Evidence was issued inviting stakeholders to submit written evidence to the Scrutiny Committee.
- 2.2 General comments were invited and, additionally, specific questions were posed as follows:
 - (a) The accessibility of public transport (i.e. whether people can travel at reasonable cost, in reasonable time and with reasonable ease)?
 - (b) The availability of public transport and the extent to which it is adequate to access employment sites?
 - (c) What alternative transport approaches could be considered to support people being actively engaged in work?
- 2.3 Access to health services had not been part of the original remit, however, it became clear that access to healthcare was a significant concern for residents and comments were submitted in relation to accessing health services. It is anticipated that this may become more of an issue for patients as health services are re-located, centralised and travel to health providers increasingly requires the crossing of local authority boundaries.

North East Combined Authority

Overview and Scrutiny Committee

3. Findings

- 3.1 Evidence submitted to the review indicates that transport barriers are most acute for young people, those who live in more isolated areas, and those on low incomes who are particularly reliant on local public transport services yet often find that the cost of fares constitutes a disproportionately high percentage of their expenditure unless they are entitled to some form of concession.
- 3.2 From the evidence, five problems in particular are apparent:
- a) The cost of public transport can be a disincentive to take up employment and widen horizons for employment opportunities
 - b) Accessibility of transport, for example, people in rural areas without access to a car face particular difficulties and reductions in weekend and evening services makes it difficult for those working outside of the core working week.
 - c) Changing working patterns beyond the traditional core working hours.
 - d) The location of out of town employment sites can cause difficulties for those using public transport.
 - e) The lack of an integrated transport network and coordination across services leads to complex and uncoordinated services for commuters.

3.3 Cost of Transport

Bus fares have consistently risen faster than inflation for many years. This has a significant effect on those on lower incomes and without access to a car. This restricts where people look for jobs and can impact the level of wages they accept and subsequently any prospective job opportunity. This is particularly the case for jobseekers who may (initially at least) only be able to secure relatively low-paid work so that public transport fares account for a disproportionately high percentage of their expenditure – perhaps to the point where accepting a job ceases to be worthwhile.

Each bus company sets their own fares. All of the companies we spoke to described the range of discounts and concessions on offer but these are often only available on their own services.

For young people, a rise in fares has been exacerbated by the removal of the Education Maintenance Allowance (EMA) which provided a financial resource to 16-18 year olds accessing education or training. A survey of Association of Colleges members in 2011 showed that the impact of ending EMA would be particularly felt in terms of transport.

Many of the discounts and concessions on offer are targeted at young people and this is to be welcomed. Nevertheless, we were informed that in some cases the cost of this travel exceeds £1000 per learner and it is necessary to pay two or even three different transport providers.

North East Combined Authority

Overview and Scrutiny Committee

It was noted that these matters may be examined in more detail through other work streams. In 2105, the Department for Business Innovation and Skills (BIS) announced that as part of its review of post-16 education and training institutions, it will carry out a series of area-based reviews (ABR). Area-based reviews will take stock of the skills landscape in local areas and ascertain whether the skills provision on offer meets the Government's objectives, which include access to appropriate good quality provision within reasonable travel distances, particularly for 16-19 year olds and students with special educational needs and disabilities. It is expected that all ABR's will be completed by March 2017.

It was further noted that a recent report to the 3rd November meeting of Transport North East Committee (TNEC) ("NECA Concessionary Travel") included a section covering the issues faced by young people, highlighting similar concerns to those raised above. It has been agreed that a TNEC 'Task and Finish' group will be established to investigate this and the TNEC report states that: "The work that Overview and Scrutiny Committee has undertaken will be cross-referenced with what is proposed here, and will feed into the proposed 'Task and Finish' group."

Where cost is a barrier, the Committee considered the alternative transport modes that may be available, including an assessment of the impact of the various regional Local Sustainable Transport Fund programmes delivered since 2011-12 (now branded as Go Smarter). Additional funding was awarded in 2015 although it was noted that funding was due to end in 2016. NECA has bid for follow-on funding through the Department for Transport's Access Fund and a decision on this is expected shortly.

The Go Smarter programme includes two schemes specially aimed at helping people access employment or training – a 'Jobseekers Ticketing' scheme that helps jobseekers with the cost of public transport fares and a 'Scooters to Work' scheme that provides low-cost scooter loans for people without access to a car and no available public transport option.

Although there is clear evidence that sustainable transport projects of the kind delivered through the Go Smarter programme are good value for money and deliver benefits for public health, accessibility and the local economy, pressures on revenue budgets mean that it is becoming more challenging for local councils to fund schemes of this kind without assistance from external funding sources.

We also heard that Nexus had done much to integrate cycling with Metro travel. More needs to be done to build on this and focus on accessing Metro stations, bus stations and bus stops and the walking routes to employment sites. This needs to include lighting, signage and pavements, providing an environment around transport facilities that feels safe and secure.

North East Combined Authority

Overview and Scrutiny Committee

3.4 Accessibility and network coverage

Evidence to the Committee showed that those in rural areas were more likely to report less frequent and limited access to transport services. Replies from residents of rural communities complained of discontinuation of services, infrequency of service, and residents feeling like they're 'forgotten'.

The Passenger Transport User Group notes in their evidence to Committee *"We've seen a number of marginal changes to bus services over the past years that have all made it more difficult for some people to get to work. The changes have included lessening frequencies or removal of services in some areas covered by the Combined Authority."*

Rural residents complained of some villages having no bus service or only a weekday service, or of services not fitting in with working patterns (for instance the earliest bus for the nearest town leaving at 9.30 am).

"It is not possible to travel to work anywhere as the first service is at 9.32 am and there are no public services after 2.30 pm so return from work is impossible".

"In order to be in Newcastle at 9am, I must leave Rothbury at 6.39 am. The bus that leaves after that is the 7.39 am, which gets into Newcastle at 9.06am, which is too late for many people who need to be in their offices by 9am."

"Even when we had a service it started too late for people to get to work and it stopped before 6 pm so you could not get home."

There was a strong view amongst people submitting evidence that, while some routes do not make a profit, they serve a valuable community role, either covering isolated areas or reaching people who could otherwise not travel or extending the options for working people.

The Committee notes that policy should include efforts to overcome the prospect of some people being disadvantaged and cut off from prosperity and opportunities that most people take for granted, due to transportation issues. Policy should seek to create a vision that no one in the area is seriously disadvantaged by where they live.

We also know from the evidence submitted that accessibility to health services continues to be a barrier for people relying on public transport. During the course of the review there were announcements by health providers through Sustainability and Transformation Plans (STP) of an intention to change where and how services are delivered, moving further towards a concentration of health services and this will require an appropriate response from transport providers. The Scrutiny Committee notes that there is an opportunity following the recently published Health and Wealth – Closing the Gap in the North East

North East Combined Authority

Overview and Scrutiny Committee

to align with the STP process and an opportunity to achieve better travel options with some travel impact work already having started in some areas through the STP process.

3.5 Patterns of work

In identifying the barriers people face to good accessibility it was noted in evidence that sometimes, when complaints are made that there are no buses, it is likely there are bus services but that the service does not actually get them to where they need to go on time.

“Work experience at Nissan starts at 7.00 am for a 12 hour shift. The first bus arrives at 7.08”

Patterns of working are varied with the traditional working day from 9-5 Monday to Friday no longer being applicable for many workers. A combination of out of town business locations, changes in working hours and limited public transport provision outside of peak hours creates a significant barrier for some people when they don't have access to a car.

From a Training Provider *“The trek to the site leading onto Nissan Way is extremely long and there are isolated open areas where there is no protection from the elements. We would request that the bus companies extend the route and at times that service the supply chain and ourselves who are trying to close the skills shortage gap.”*

I should start work at 8 am but the bus does not get to Newcastle until after 8 am. I have had to ask my employer to adjust my start and finish times to accommodate bus times.

“The first bus on a Saturday gets into Newcastle at 8.41 which is no good unless you start at 9 am.”

“It is impossible to get work to start at 8 am Saturday or 10 am Sunday.”

Whilst the Transport Plan will include policies aimed at increasing public transport use, the Committee notes that significant changes to the bus network which would overcome problems of the kind described above would in most cases require additional revenue funding. This would have to be found at local level, since it is unlikely that such funding will be forthcoming from central government against a background of continuing austerity.

3.6 Location of Employment Sites

Changes in the locations of employment and training sites have meant that they are often in more dispersed locations and on the outskirts of towns and cities, where public transport availability is more limited.

North East Combined Authority

Overview and Scrutiny Committee

Nexus and bus operators described the efforts they take to provide services to new industrial and office sites. For example Stagecoach has extended some services to Silverlink and Cobalt Business Parks and Go North East has worked with some major employers to stagger start and finish times, helping to spread the effect of peak hour congestion at some known pinch points on the road network. However, it was noted from evidence that at peak times, the roads in these areas are clogged with cars and as a result bus connections are likely to be slow thereby reducing the effectiveness of services. The Committee felt that more should be done to give public transport priority in these areas, particularly at peak time.

Within the Tyne & Wear area the Metro system provides a flexible, convenient option for many commuters and students. A frequent comment from passengers was that it should be a priority to look at extending the Metro system to cover all of the main employment locations.

The Transport Plan is expected to note that new developments in out of town locations, whether residential or business, will increase usage of private cars and carbon emissions, unless the developments concerned can be supported by public transport or planned around the existing public transport network and also linked to good quality cycling and walking routes.

3.7 Co-ordination of transport services

People submitting evidence to the review complained about a lack of coordination and the complication of using public transport to travel to work even in core working hours. The current arrangement often leaves people having to take more than one bus, run by different operators, in order to get to work, quite often incurring high costs as a result. This acts as a disincentive to work, increases poverty, and discourages people from using public transport networks.

We took evidence about improvements to the ticketing system but more needs to be done to make sure this does not penalise passengers who need to change between buses or from buses to other types of transport. The Pop Pay As You Go Card overcomes the need to pay separately for different stages of a public transport journey. It can be used as follows:

- a) Pop Cards can be purchased on line, at Nexus Travel Shops or from selected Payzone shops
- b) They can be topped up i.e. money put on the card on-line, in a range of ways
- c) They can be used in Durham, Northumberland and Tyne and Wear on most buses, the Metro and the Shields Ferry.

Although a number of specific barriers have been identified in this report and, where possible, some action is being taken to address them, in the longer term

North East Combined Authority

Overview and Scrutiny Committee

it appears likely that additional funding will be needed to fully address the issues that this report has identified.

4. Extracts from Written Evidence

- 4.1 Appendix 1 to this report includes a table summarising the written evidence submitted by stakeholders which has been used in compiling the conclusions.

5. Conclusions & Recommendations

- 5.1 The barriers described in this report can undermine policies to increase use of sustainable transport, achieve growth in employment, to increase participation in education, to access healthcare and participate in social activities.

- 5.2 The Committee welcomes the measures being taken to achieve the greater co-ordination of transport policies across the NECA area and the potential benefits that will follow. However, the Committee also notes the need for additional revenue funding to solve the kind of transport problems highlighted in this report and Appendix 1, and also the need for better co-ordination between planning and transport, to ensure that facilities are located and decisions taken with regard to the need, firstly to cater for people who do not have access to a car and secondly to encourage those who can access a car to switch to more sustainable means of transport.

- 5.3 All agencies whose policies or decisions have a transport impact should show that the transport dimension has been taken into account. For example, benefits policy needs to take account of people's transport difficulties. Where public services are being reorganised and relocated, access plans to show how those without cars will access these services should be required and relocation/reorganisation should not go ahead unless the access plans have been implemented.

- 5.4 The Scrutiny Committee makes the following recommendations :

(a) The Scrutiny Committee fully supports young people's concessionary travel to reduce the cost of travel for 16-19 year olds, and welcomes the opportunity to contribute to the NECA Task & Finish Group Review.

(b) The Committee welcomes improvements to the ticketing system and urges further action to ensure: i) the system does not penalise passengers who need to change between buses or from buses to other types of transport; ii) access to work places and timetables should meet the needs of workers and the need for onward connections.

(c) The Committee urges continued efforts to deliver improvements to the walking and cycling network whenever the opportunity arises, and to promote the use of cycle paths as an alternative form of transportation focusing on accessing Metro stations, bus stations and bus stops and the

North East Combined Authority

Overview and Scrutiny Committee

walking routes to employment sites. This needs to include lighting, signage and pavements, providing an environment around transport facilities that feels safe and secure.

- (d) The Committee recognises the prospect of some people being disadvantaged and cut off from prosperity and opportunities that most people take for granted, due to transportation issues. Policy should seek to create a vision that no one in the area is seriously disadvantaged by where they live.

6. Next Steps

- 6.1 The evidence and conclusions from the policy review will be submitted to the Transport North East Committee for advice and comment, and then to the Leadership Board as part of the development of the Transport Plan North East. In relation to young people, the work that Overview and Scrutiny Committee has undertaken will feed into the TNEC 'Task and Finish' group that is exploring the ticketing issues faced by young people.

7. Potential Impact on Objectives

- 7.1 Reducing transport-related barriers to employment will assist the North East Combined Authority in delivering its objective to maximise the area's opportunities and potential.

8. Finance and Other Resources

There are no direct finance implications arising from this report.

9. Legal

There are no direct legal implications arising from this report.

10. Other Considerations

10.1 Consultation/Community Engagement

Consultation with a range of stakeholders has been carried out as part of this policy review.

10.2 Human Rights

There are no human rights implications identified at this stage.

10.3 Equalities and Diversity

North East Combined Authority

Overview and Scrutiny Committee

Measures to overcome transport-related barriers to employment would, if implemented, assist the Combined Authority in promoting greater equalities and diversity in the region's transport system.

10.4 Risk Management

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

10.5 Crime and Disorder

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

10.6 Environment and Sustainability

Measures to improve public transport, walking and cycling provision would, if implemented, assist the Combined Authority in achieving a more sustainable transport system for the region.

11. Background Documents

- 11.1 Health and Wealth - Closing the Gap in the North East: Report of the North East Commission for Health and Social Care Integration (2016)

12. Links to the Local Transport Plans

- 12.1 This report links to the forthcoming Transport Plan for the North East that is covered in a separate report for this meeting.

13. Appendices

- Written Evidence Submissions Appendix 1
- List of witnesses Appendix 2

14. Contact Officers

- 14.1 Karen Brown, Scrutiny Officer
karen.brown@sunderland.gov.uk 0191 561 1004
Mark Wilson, Head of Transport Policy
mark.wilson@northeastca.gov.uk Tel: 0191 211 5679

15. Sign off

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

North East Combined Authority

Overview and Scrutiny Committee

16. Glossary

LSTF – The Local Sustainable Transport Fund (the ‘Fund’) was launched in 2010 with two objectives: to grow the economy, and to cut our carbon emissions.

DfT – Department for Transport

EMA – Education Maintenance Allowance

STP – NHS Sustainability and Transformation Plans

ABR – Area Based Reviews of 16-19 Education

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NECA Overview and Scrutiny Committee – Summary of Written Evidence

A Call for Evidence was intended to provide members of the community the opportunity to submit their views, opinions and experiences. General comments were invited and, additionally, specific questions were posed as follows:

- (a) The accessibility of public transport (i.e. whether people can travel at reasonable cost, in reasonable time and with reasonable ease)?
- (b) The availability of public transport and the extent to which it is adequate to access employment sites?
- (c) What alternative transport approaches could be considered to support people being actively engaged in work?

A summary of the key points is set out below:

Barrier identified by service users	Problems caused for service users	Solution suggested by service users
Cost of Public Transport	<p>Fares have increased at above the rate of inflation for a number of years.</p> <p>Can be £5 per day for learners Barrier to part time work / those on benefits</p> <p>Can be cheaper annually to run a car</p> <p>Travelling across zones adds to cost</p> <p>Exacerbated by the end of the Educational Maintenance Allowance for young people & lower minimum wages for those on apprenticeships</p> <p>Approaches which focus on financial support only, can jeopardise retention of participants in training, education or employment once the subsidy ends.</p>	<p>Clients registered to access concessionary rates on public transport for the days when they are actively involved in the training or placement?</p> <p>Specific deals are available to college students, apprentices and trainees, and to the lower paid.</p> <p>Need to replicate Transport for London in NE.</p> <p>A shared taxi/bus scheme whereby JC+ clients could access empty seats on school buses or taxis at a reasonable rate</p> <p>Car clubs / cycle hire</p> <p>Better cycle and walking links from residential to employment areas</p>
Coordination of services / integration	<p>Bus services are not designed to connect on time to allow a direct</p>	<p>One system run by the public sector</p>

	<p>transfer</p> <p>Bus companies are 'rivals'</p> <p>Travelling across boundaries very expensive and limits employment opportunities</p> <p>It can be necessary to pay two or even three different transport providers.</p> <p>Metro only services a very small part of the NECA area - multi-modal ticketing has to be an objective for the entire region.</p> <p>Times of metros arriving and buses leaving sites (and vice versa) that don't tally up resulting in longer waits for employees coming into and leaving work.</p> <p>Bus timetables that don't reflect normal working patterns.</p>	<p>Transport for London which offers all students under 18 free travel across all London Borough's with a single public transport provider.</p> <p>Smart ticketing for integrated ease of travel, PAYG travel</p> <p>Demand responsive services</p>
Ticketing system	<p>A complex system operates across the NECA area.</p> <p>Free market prevents collaboration between bus companies. Area needs to have the powers that London has.</p> <p>Smart ticketing helps but Nexus can't control the price.</p>	<p>A consistent bus network with a simple ticketing structure</p> <p>Oyster cards are a good example but reliant on control of the whole network.</p>

	<p>Employment sites are often located close to the strategic road network due to the transportation of goods. As a consequence of this, the staff travel patterns are heavily reliant on the private car. Due to this, Public Transport services are often reduced / limited, as the patronage figures are not viable.</p> <p>Bus stops often located some distance from the workplace or require crossing busy roads.</p> <p>Over one third of Cobalt's workforce live within a 5 mile radius but infrastructure doesn't support cycling option.</p>	<p>Re-locate bus stops</p> <p>Extending bus routes to employment venues</p> <p>Investment in Park and Ride schemes, with free parking is a more sustainable option than temporary alternative travel modes.</p> <p>Demand-led mini bus service that would cover the areas badly served by public buses and could be booked by anyone accessing training or work placements from a range of registered providers.</p> <p>Alternative schemes – cycle, bike etc but lack of future funding and therefore the sustainability of the schemes developed.</p>
<p>Geographic coverage including rural communities</p>	<p>The crossing of local authority boundaries requires different ticketing, adds to cost and leads to missed connections.</p> <p>Need to look at getting 'one service for all'.</p> <p>Travel from and within rural areas can rule out job opportunities in city centre locations</p> <p>There are gaps in coverage, even in populated areas.</p> <p>Low travel horizons among those who are out of work or training</p> <p>Removal of bus services leaves rural areas even more isolated</p> <p>Poor transport links between deprived inner city wards of Newcastle and new areas of employment opportunity in North Tyneside at Cobalt and Silverlinks.</p> <p>Poor transport links between West Gateshead areas of Blaydon, Ryton, C...</p>	<p>Re-opening closed lines</p> <p>Community transport</p> <p>Tyne & Wear Metro to be extended via the Leamside Line to Washington to provide better connections with Tyneside to give job opportunities to people in inner city areas</p> <p>Businesses promoting community transport to their employees.</p> <p>The Blyth & Tyne rail Line should be reopened to provide faster, easier journeys for job opportunities between Ashington, Blyth and Bedlington with Newcastle</p>

	<p>to employment opportunities on Team Valley.</p> <p>Problem of reduced bus services from Wideopen and Seaton Burn to Newcastle because most services now operate limited stop via the A1 by-pass.</p>	
<p>Quality of journey (ease of use, packed carriages, cleanliness, noise, accessibility, safety)</p>	<p>Annual pass - not able to use the barriers as they are not programmed for this type of ticket.</p> <p>Less able-bodied people unable to travel peak times due to crowding</p> <p>Trains are too full during the peak times. People are standing all of the time. People with any physical disability are at a total disadvantage and possibly could not actually get on the train.</p>	<p>Consultation on carriages currently being carried out</p>
<p>Reliability (punctuality, rolling stock, weather, fire alarms, fault with lines, track problems)</p>	<p>If trains don't run to time table this impacts on my travelling time as I change trains en route. If one train is late or early in leaving or arriving at a station I often miss my connection.</p> <p>Daily problems with Metro reduces confidence levels</p> <p>Announcements on the system are slow and limited. other operators will not accept the tickets already bought for the metro therefore people have to pay twice</p> <p>Less frequent service during holiday periods and different service on weekends but people still have to travel to work</p> <p>No account of peak commuting times in timetabling</p> <p>Infrastructure cannot cope with high demand at peak times</p> <p>If running late, buses miss certain bus stops to catch up</p> <p>Missed connections</p>	<p>Infrastructure improvements and investment</p> <p>Incorporating other transport modes such as car clubs, cycle hire etc.</p> <p>Better cycle and walking links from residential to employment areas can be cost effective</p>

<p>Communication (informing passengers of delays etc)</p>	<p>When the system fails in peak hour the links to the other operators are diabolical and the other operators will not accept the tickets already bought for the metro system therefore people have to pay twice.</p> <p>Refunds difficult to receive and complicated</p> <p>Lack of knowledge about public transport services leading to adverse perceptions of journey length and connectivity</p> <p>The general lack of detailed information about the connections that need to be made</p>	<p>Need real-time information</p> <p>Public Transport Information via Smart Phones and other technology streams</p> <p>Social Media Outlets being utilised and harnessed to provide update.</p>
<p>Potential impact of future spending cuts</p>	<p>Will accessibility of public transport worsen?</p> <p>Concessionary Travel and the rising population age – is concessionary travel becoming unaffordable</p>	

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Evidence Schedule

Witnesses providing evidence at Scrutiny Committee

22nd June 2015 (Durham)	John Bourn, Senior Specialist Transport Planner, Regional Transport Team, John.Bourn@newcastle.gov.uk Tel 0191 2778972	Background, Context and current service provision
21st July 2015 (Sunderland)	Liz Prudhoe, ADAPT Sarah Rowell, Northumberland Ian Jobling, Durham	LSTF Projects
8th September 2015 (Gateshead)	Hew Lewis, Corporate Manager for Customer Services and Communications	Nexus
20th October 2015 (Newcastle)	Robin Knight, Commercial Director	Stagecoach
1st December 2015	Tom Dodds, Stakeholder Manager	Go North East
9th February 2016 (South Tyneside)	David Shaw	Passenger Transport User Group
27th September 2016 (Sunderland)	Paul de Santis, Regional Head of Commercial	Arriva

Written Evidence Submissions

The call for written evidence ran from 27th August to end October 2015. 40 replies were received. Oral evidence was taken at sessions throughout 2015-16.

The call for written evidence ran from 27th August to end October 2015. 40 replies were received. Oral evidence was taken at sessions throughout 2015-16.

The consultation period ran from 27th August to end October 2015. 40 replies were received and have been sub-divided as follows:

- Training providers / educational establishments – 4
- Members of the Public – 11
- Commuters – 16
- Travel Advisors – 2
- Voluntary Groups – 6
- Providers – 1

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North East Combined Authority

Overview and Scrutiny Committee

Date: 14th December 2016

Subject: Forward Plan & 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 to endorse the Scrutiny Annual Work Programme for 2016/17.

Recommendations

It is recommended that the Overview and Scrutiny Committee considers the Forward Plan in relation to the development of the Committee's Work Programme and endorses the draft Work Programme for 2016/17.

North East Combined Authority

Overview and Scrutiny Committee

1. Background Information

- 1.1 The Forward Plan is a document which lists the decisions that the North East Combined Authority committees intend to take in the coming months. 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 usually included on the Forward Plan 28 days before the report is considered and any decision is taken.

2. Role of Overview and Scrutiny

- 2.1 One of the main functions of this Committee is the review and scrutiny of 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 Nexus. Durham County Council (DCC) and Northumberland County Council (NCC) are also subject to overview and scrutiny in relation to transport functions delegated to them, as is the North East Local Enterprise Partnership (NELEP) to the extent of the NECA's role as its accountable body. One of the ways this can be achieved is by considering the forthcoming decisions of those various decision making bodies
- 2.2 In considering items in the Forward Plan, the Scrutiny Committee should determine whether scrutiny can add value in relation to the decision being made.
- 2.3 To this end, the current Forward Plan is attached marked Appendix 1.

3. Annual Work Programme

- 3.1 The work programme has been compiled to allow the 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 timely way to emerging developments throughout the year.
- 3.2 The NECA Scrutiny Committee obtains work programme items from the following sources:

North East Combined Authority

Overview and Scrutiny Committee

- a) Items submitted by Members of the Committee (and including items referred by other members of the combined authority)
- b) The Budget and Policy Framework
- c) The Forward Plan
- d) The three Thematic Leads
- e) Evidence for any policy review work

3.3 The revised and updated Annual Work Programme is attached as Appendix 2.

3.4 Members of the Scrutiny Committee will be consulted on the development of the draft Work Programme for 2017/18 in the new year. This will reflect the responsibilities of the Scrutiny Committee in the Budget and Policy Framework, and will reflect the future role and function of an Overview and Scrutiny Committee in a Combined Authority.

4. Policy Review – Transport Related Barriers to Employment

4.1 The Scrutiny Committee has been gathering evidence for a policy review of transport related barriers to education, employment and training. The draft review, which is set out elsewhere on this agenda, will contribute to the North East Transport Plan which in turn will contribute to the delivery of “More and Better Jobs”, the Strategic Economic Plan.

5. Next Steps

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

5.2 If the 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.

5.3 The draft work programme will be refreshed and updated at each meeting of the scrutiny committee throughout the year and consultation will begin shortly on the annual Work Programme for 2017/18.

6. Potential Impact on Objectives

6.1 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 NELEP as well as providing appropriate challenge to decisions taken.

7. Finance and Other Resources

7.1 No financial or other resource implications are identified at this stage. The financial impact of any proposals or recommendations should be taken into

North East Combined Authority

Overview and Scrutiny Committee

account and any significant implications should be reflected in any considerations and comments made by the Scrutiny Committee.

8. Legal

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

9. Other Considerations

9.1 Consultation/Community Engagement

Not applicable

9.2 Human Rights

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

9.3 Equalities and Diversity

Not applicable

9.4 Risk Management

Not applicable

9.5 Crime and Disorder

Not applicable

9.6 Environment and Sustainability

Not applicable

10. Background Documents

10.1 None

11. Links to the Local Transport Plans

11.1 None

12. Appendices

12.1 Forward Plan - Appendix 1
Work Programme - Appendix 2

13. Contact Officers

North East Combined Authority

Overview and Scrutiny Committee

13.1 Karen Brown, Scrutiny Officer, karen.brown@sunderland.gov.uk

Sign off

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

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Forward Plan of Decisions

Published 2 December 2016 *

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”.**

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 3 (a)	17 January 2017	Leadership Board	<p>Update reports on the following thematic lead areas:</p> <p>a) Economic Development and Regeneration;</p> <p>b) Employability and Inclusion; and</p> <p>c) Transport (and Digital Connectivity)</p>	All	<p>a) EDR: NECA Elected Members and officers; NELEP Members and officers</p> <p>b) To be confirmed</p> <p>c) To be confirmed</p>	<p>a) EDR: North East Strategic Economic Plan – More and Better Jobs</p> <p>b) Held by the Contact Officer</p> <p>c) Held by the Contact Officer</p>	<p>a) Sara Dunlop, Business, Employment and Skills Manager 0191 424 6257 sara.dunlop@southtyneside.gov.uk</p> <p>b) Janice Rose, Economic and Inclusion Policy Manager, Northumberland County Council 01670 624747, janice.rose@northumberland.gov.uk</p> <p>c) Mark Wilson, Head of Transport Policy 0191 211 5679, mark.wilson@newcastle.gov.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
LB 3 (b)	17 January 2017 and any future meeting	Leadership Board	<p>Project Approvals</p> <p>This is a standing item, which will include the approval of any funding or contractual arrangement that may be necessary from NECA for projects to proceed. This includes projects where funding is allocated directly to NECA or projects where funding is approved by the NELEP Board, where the approval may also be necessary from NECA in its role as accountable body.</p> <p>The report may include information about projects approved under delegated arrangements in between formal meetings, to enable projects to proceed in a timely fashion to</p>	All/any	Any, where necessary.	Held by the Contact Officer	<p>Paul Woods Chief Finance Officer North East Combined Authority 07446936840 paul.woods@north-eastca.gov.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			achieve the outcomes of the Strategic Economic Plan.				
LB 3 (c)	17 January 2017	Leadership Board	Budget 2017/18 and Transport Levies	Corporate issue	The budget for 2017/18 will be subject to consultation.	Reports to Leadership Board and other committees of the Combined Authority.	Paul Woods Chief Finance Officer North East Combined Authority 07446936840 paul.woods@north-eastca.gov.uk
LB 3 (d)	17 January 2017	Leadership Board	Capital Programme 2017/18 and Treasury Management Policy and Strategy 2017/18 The Leadership Board is recommended to agree the capital programme for 2017/18 and its funding as set out in the report, and agree the Treasury Management and Investment Policy and Strategy for 2017/18.	Corporate matter	Consultation with statutory officers	Budget Report to Leadership Board 15 November 2016	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
LB 4 (a)	21 March 2017	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) Sara Dunlop, Business, Employment and Skills Manager 0191 424 6257 sara.dunlop@southtyneside.gov.uk b) Janice Rose, Economic and Inclusion Policy Manager, Northumberland County Council 01670 624747, janice.rose@northumberland.gov.uk c) Mark Wilson, Head of Transport Policy 0191 211 5679, mark.wilson@newcastle.gov.uk
LB 4 (b)	21 March 2017 and any future meeting	Leadership Board	Project Approvals This is a standing item, which will include the approval of any	All/any	Any, where necessary.	Held by the Contact Officer	Paul Woods Chief Finance Officer North East Combined Authority 07446936840

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>funding or contractual arrangement that may be necessary from NECA for projects to proceed. This includes projects where funding is allocated directly to NECA or projects where funding is approved by the NELEP Board, where the approval may also be necessary from NECA in its role as accountable body.</p> <p>The report may include information about projects approved under delegated arrangements in between formal meetings, to enable projects to proceed in a timely fashion to achieve the outcomes of the Strategic Economic Plan.</p>				paul.woods@north-eastca.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
LB 4 (c)	21 March 2017	Leadership Board	<p>Health and Wealth – Closing the Gap in the North East.</p> <p>Report of the North East Commission for Health and Social Care Integration.</p> <p>The Leadership Board is asked to receive and agree the recommendations within the report</p>	Corporate matter	<p>Members of the NECA Leadership Board have received a range of both formal and informal updates in relation to the work of the Commission. In developing this report, the Commission has worked closely with local health and care stakeholders, seeking views from across the region, in addition an event was organised for the voluntary, community and social enterprise sector (VCSE).</p>	<p>Terms of Reference for the Joint NECA/NHS Commission Health and Social Care</p> <p>Health and Wealth – Closing the Gap in the North East.</p> <p>Report of the North East Commission for Health and Social Care Integration.</p>	<p>Helen Golightly Interim Head of Paid Service, North East Combined Authority 0191 338 7420 07900 226078 helen.golightly@nel.ep.co.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
					<p>The feedback received from these conversations, and common themes that emerged from this work have influenced the conclusions of the Commission.</p> <p>All statutory bodies have been consulted on the contents of the Commission's Report</p>		
B. Transport North East Committee (TNEC)							
TN 1 (a) NEW	9 February 2017	TNEC	<p>Transport for the North</p> <p>This standing item is intended to provide a regular update on the programme to improve the transport network</p>	Transport	As required	The Northern Transport Strategy Spring 2016 report published at:	<p>Mark Wilson Head of Transport Policy</p> <p>Mark.Wilson@newcastle.gov.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			in Northern England and thereby promote economic growth			http://www.transportforthenorth.com/pdfs/The-Northern-Transport-Strategy-Spring-2016-Report.PDF	(0191) 2115679
TN 1 (b) NEW	9 February 2017	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	Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk (0191) 2115679
TN 2 (a)	20 April 2017 (annually)	TNEC	Discharge of Transport Functions by Durham County Council. The report provides an update on the discharge of delegated	Transport	The report refers to the discharge of delegated functions by officers in Durham County	The North East Combined Authority Constitution The North East Combined	Adrian J White, Head of Transport and Contract Services, Durham County Council, 03000 267455,

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			functions at Durham County Council.		Council in consultation with the relevant cabinet portfolio holder.	Authority Deed of Operation dated the 29 th April 2014.	adrian.white@durham.gov.uk
TN 2 (b)	20 April 2017 (annually)	TNEC	Discharge of Transport Functions by Northumberland County Council. The report provides an update on the discharge of delegated functions at Northumberland County Council.	Transport	To be confirmed	Held by the Contact Officer	Stuart McNaughton, Principal Transport Policy Officer, Northumberland County Council 01670 624 104, stuart.mcnaughton@northumberland.gov.uk
TN 2 (c) NEW	20 April 2017	TNEC	Transport for the North This standing item is intended to provide a regular update on the programme to improve the transport network in Northern England	Transport	As required	The Northern Transport Strategy Spring 2016 report published at: http://www.transportforthenorth.com/pdfs/Th	Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk (0191) 2115679

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			and thereby promote economic growth			e-Northern-Transport-Strategy-Spring-2016-Report.PDF	
TN 2 (d) NEW	20 April 2017	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.north-eastca.gov.uk/sites/default/files/file_attachments/NECA%20Transport%20Manifesto_1.pdf	Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk (0191) 2115679
C. Transport North East (Tyne and Wear) Sub-Committee (TWSC)							
TW 2 (a)	26 January 2017	TWSC	Tyne Tunnel Update (confidential report) The report will provide an update for Members on the operation and	Transport	To be confirmed	Held by the Contact Officer	Michael Murphy, Engineer to the Tyne, 0191 211 5950, michael.murphy@newcastle.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>management of the Tyne Tunnel</p> <p>The report will be exempt from the publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of The Local Government Act 1972</p>				
TW 2 (b)	26 January 2017	TWSC	<p>Monitoring Nexus' Performance and Metro Performance Update</p> <p>The purpose of these reports is to advise TWSC of Nexus corporate performance in respect of service and project delivery 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>	Transport	To be confirmed	Held by the Contact Officer	<p>Tobyn Hughes, Managing Director (Transport Operations), 0191 203 3246, tobyn.hughes@nexus.org.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			The report also reports on the measures in place to improve Metro performance.				
TW 2 (c)	26 January 2017	TWSC	<p>Update on NEXUS Corporate Risks 2016/17</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 203 3246, tobyn.hughes@nexus.org.uk</p>
TW 3 (a)	20 April 2017	TWSC	<p>Tyne Tunnel Update (confidential report)</p> <p>The report will provide an update for Members on the operation and management of the Tyne Tunnel</p> <p>The report will be exempt from the publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A</p>	Transport	To be confirmed	Held by the Contact Officer	<p>Michael Murphy, Engineer to the Tyne, 0191 211 5950, michael.murphy@newcastle.gov.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			of The Local Government Act 1972				
TW 3 (b)	20 April 2016	TWSC	<p>Monitoring Nexus' Performance and Metro Performance Update</p> <p>The purpose of these reports is to advise TWSC of Nexus corporate performance in respect of service and project delivery 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>	Transport	To be confirmed	Held by the Contact Officer	<p>Tobyn Hughes, Managing Director (Transport Operations), 0191 203 3246, tobyn.hughes@nexus.org.uk</p>

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
TW 3 (c)	20 April 2017	TWSC	Update on NEXUS Corporate Risks 2016/17 The purpose of this report is to provide an update to TWSC of the strategic risks identified by Nexus for the year.	Transport	The report has been prepared through Nexus internal reporting arrangements.	Held by the Contact Officer	Tobyn Hughes Managing Director (Transport Operations), 0191 203 3246, tobyn.hughes@nexus.org.uk
D. Governance Committee							
G 1 (a)	6 December 2016	Governance Committee	Annual Audit Letter The report provides an update on the final closure of accounts sign off	Corporate issue	As required	Held by the Contact Officer	Eleanor Goodman Principal Accountant, 0191 277 7518 eleanor.goodman@northeastca.gov.uk
G 1 (b)	6 December 2016	Governance Committee	Internal Audit Progress Report Members are requested to note the internal audit activity to date.	Internal Audit covers all aspects of the Combined Authority's activity	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 Newcastle City Council 0191 2116511 philip.slater@newc

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
							astle.gov.uk
G 1 (c)	6 December 2016	Governance Committee	Draft Budget 2017/18 Consultation Members will be asked to note the report which sets out details of the draft budget proposals for 2017/18 for consultation.	Corporate issue	Consultation with statutory officers and Governance Committee Chair	Held by the Contact Officer	Paul Woods, Chief Finance Officer, 07446936840, paul.woods@northeastca.gov.uk
G 1 (d)	6 December 2016	Governance Committee	The purpose of this report is to provide an update on the strategic risk and opportunity register for the Combined Authority. The report is for members information	Risk Management covers all aspects of the Combined Authority's activity	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Risk Management Policy & Strategy	Philip Slater, Audit, Risk and Insurance Service Manager, Newcastle City Council , 0191 2116511, e-mail philip.slater@newcastle.gov.uk
G 1 (e)	6 December 2016	Governance Committee	Extension of Members and Substitute Members Dispensations Consideration by the Governance Committee of requests for extensions of the	Corporate Issue	The Leaders and Elected Mayor as well as the Chief Executives of the Constituent Authorities will be consulted on	Held by the Contact Officer	Vivienne Geary, Monitoring Officer Tel 0191 6435339 Viv.geary@northtyneside.gov.uk

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			Members and Substitute Members Dispensations.		this item.		
G 1 (f)	6 December 2016	Governance Committee	<p>Invitation to opt into the national scheme for auditor appointments</p> <p>To consider the invitation to opt into the national scheme for auditor appointments and recommend a course of action to the Leadership Board.</p>	Corporate Issue	Consultation with statutory officers and Governance Committee Chair	Public Sector Audit Appointments Prospectus, July 2016	<p>Eleanor Goodman Principal Accountant 0191 277 7518 eleanor.goodman@northeastca.gov.uk</p>
G 2 (a)	4 April 2017	Governance Committee	<p>Accounting Policies</p> <p>Members will be asked to review the Accounting Policies and approve their use in the preparation of the Statement of Accounts.</p>	Corporate issue	As required	Held by the Contact Officer	<p>Eleanor Goodman Principal Accountant, 0191 277 7518 eleanor.goodman@northeastca.gov.uk</p>
E. Governance Sub-Committee							
There are no meetings currently scheduled.							

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
F. Overview and Scrutiny Committee (O and S)							
OS 1 (a)	14 December 2016	O and S	Draft Budget 2017/18 and Transport Levies The purpose of this report is to seek the views of the Overview and Scrutiny Committee on proposals for the 2017/18 NECA budget, as part of its consultation process	Corporate Issue	As required	Held by the Contact Officer	Paul Woods, Chief Finance Officer, 07446936840, paul.woods@north-eastca.gov.uk Representations should be submitted to the contact officer by 30th November 2016
OS 1 (b)	14 December 2016	O and S	Transport Manifesto and Plan for the North East To present the final version of the Transport Manifesto for the North East, incorporating consultation feedback, and consult on the next steps for	Transport	As required	Held by the Contact Officer	Mark Wilson, Head of Transport Policy (North East Combined Authority) 0191 211 5679 mark.wilson@north-eastca.gov.uk Representations should be submitted to the

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			development of the Transport Plan.				contact officer by 30th November 2016
OS 1 (c)	14 December 2016	O and S	Transport Thematic Lead Update To receive a progress report on activity under the Transport Theme	Transport	As required	Held by the Contact Officer	Karen Brown Scrutiny Officer 0191 561 1004 karen.brown@sunderland.gov.uk Representations should be submitted to the contact officer by 30th November 2016
OS 1 (d)	14 December 2016	O and S	Policy Review: Transport Related Barriers to Education, Employment and Training To provide a summary and conclusions from the evidence on the policy review	Transport	As required	Held by the Contact Officer	Karen Brown Scrutiny Officer 0191 561 1004 karen.brown@sunderland.gov.uk Representations should be submitted to the contact officer by 30th November 2016

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
OS 1 (e)	14 December 2016	O and S	Forward Plan and Work Programme To receive the latest version of the Forward Plan and Annual Work Programme	Corporate matter	As required	Held by the Contact Officer	Karen Brown Scrutiny Officer 0191 561 1004 karen.brown@sunderland.gov.uk Representations should be submitted to the contact officer by 30th November 2016
OS 2 (a)	14 February 2017, 28 March 2017	O and S	Forward Plan and Work Programme To receive the latest version of the Forward Plan and annual work programme	Corporate matter	The Chair of the Committee	Held by the Contact Officers	Karen Brown, Scrutiny Officer, 0191 561 1004, karen.brown@sunderland.gov.uk
G. Economic Development and Regeneration Advisory Board (EDRAB)							
ED 2 (a)	3 January 2017 and 4 April 2017.	EDRAB	Economic Development and Regeneration – Progress Update	Economic Development and Regeneration	NECA Elected Members and officers; and NELEP Members and	North East Strategic Economic Plan - More and Better Jobs	Sara Dunlop Business, Employment and Skills Manager 0191 424 6257

Reference Number	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			Members are requested to receive an update on, and 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.		officers		sara.dunlop@southtyneside.gov.uk

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Work Programme 2016/17

Date	Items	Lead Officer	Informal Briefings / Development Days
7 th July (Durham)	Appointment of Chair & Vice-Chair	Viv Geary	
	The Devolution Agreement , Governance Review & Scheme for the proposed Mayoral Authority	Adam Wilkinson	
	Forward Plan & Work Programme	Karen Brown	
27 th September (Sunderland)	Appointment of Chair & Vice-Chair	Viv Geary	
	NELEP Strategic Economic Plan (SEP) Progress Review 2014-16	Helen Golightly	
	Policy Review on Transport Barriers – evidence from Arriva	Paul de Santis	
	Draft Budget 2017/18 & Transport Levies	Paul Woods	
	Devolution Update	Viv Geary	
	Forward Plan & Work Programme	Karen Brown	
1 st November (South Tyneside)	Appointment of Chair & Vice-Chair	Viv Geary	
	Monitoring Nexus Performance	Tobyn Hughes	
	Local Growth Fund Programme	Ray Browning	
	Forward Plan & Work Programme	KB	
14 th December (Gateshead)	NECA Budget 2017/18	Paul Woods	
	Transport Thematic Lead Update	Councillor Nick Forbes, Lead Member	
	Transport Manifesto and Transport Plan	Ian Coe	
	Policy Review: Transport Barriers Draft Report	KB	
	Forward Plan & Work Programme	KB	
14 th February (Newcastle)	Economic Development & Regeneration Thematic Lead Update	Councillor Iain Malcolm, Lead Member	
	NELEP Job Creation	Helen Golightly / Ray Browning	
	Combined Authorities Order 2016	Viv Geary	
	Health & Social Care Report		
	Forward Plan & Work Programme	KB	
28 th March (Sunderland)	Employability and Skills Thematic Lead Update	Cllr Grant Davey, Lead Member	
	Network Rail		
	Forward Plan & Work Programme	KB	
In addition to the schedule items, the following items will be included in the work programme			
	Bus Strategy Consultation		

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