

North East Combined Authority, Overview and Scrutiny Committee

Tuesday 24 March 2015 at 2.00pm

Meeting to be held: Newcastle 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 previous meeting held on 10 February 2015	1 - 8
4. NELEP - update on key priorities	
5. Metro Performance Update and Governance of Nexus	9 - 54
6. Developing a Devolution Prospectus for the North East	55 - 60
7. Forward Plan & Work Programme	61 - 84
8. Dates and time of future meetings	
2015/16 Proposed NECA Scrutiny Dates (all meetings 2 pm)	
22 June 2015	
21 July 2015	
8 September 2015	
20 October 2015	
9 February 2016	
22 March 2016	

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To All Members

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North East Combined Authority, Overview and Scrutiny Committee

10 February 2015

(2.00 - 4.00 pm)

Meeting held: Northumberland County Hall

Present:

Councillor: Wright (Chair)

Councillors: Armstrong, Crute, Daley, Eagle, Glindon, Graham, A Lower, Maxwell, Meling, S Pearson, Snowdon and Tyler

34 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Dillon.

35 DECLARATIONS OF INTEREST

No declarations were made.

36 NOTES OF INQUORATE MEETING HELD ON 9 DECEMBER 2014

The notes of the inquorate meeting held on 9 December 2015 were agreed as a correct record and signed by the Chair.

Matters Arising:-

Minute No. 31: North East Combined Authority Budget 2015/16.

- (i) As requested, issues raised by the Committee in relation to support for 16-18 year olds and concessionary travel and the single fare scheme, had been fed back to the Leadership Board at its meeting on 20 January 2015 as part of the consultation feedback process.
- (ii) Outstanding budget items would be addressed at the next Leadership Board meeting on 17 February 2015.

37 EMPLOYABILITY REPORT (AND ACCOMPANYING NELB REPORT)

Submitted: Report of Thematic Lead for Employability and Inclusion and supporting report to Leadership Board, 20 January 2015 (previously circulated and copy attached to Official Minutes).

Cllr Grant Davey, Thematic Lead for Employability and Inclusion and Janice Rose, Head of Policy and Research, Northumberland County Council were in attendance to brief members on the Employability, Inclusion and Skills priority theme. The Committee was updated on progress across key areas of activity including tackling worklessness; low skills and dependency, youth employment and apprenticeships;

careers advice; the European Social Fund (ESF) and working arrangements with the Local Enterprise Partnership (LEP). The Chair then invited questions and comments from members as detailed below:-

- (i) The Committee requested that a glossary of key terms be developed that was relevant to this priority theme, to support work in this area.
- (ii) The importance of supporting people to find the right job was highlighted and the threat of potential benefit sanctions was noted. Cllr Davey agreed with the need to provide quality jobs to avoid turnover after the minimum 26 week period. He expressed some frustration with current limits on the amount of influence that could be exerted at a local level on this issue and the requirement to work within central Government policy. The Labour Market Intelligence (LMI) mapping exercise would help to identify patterns of behaviour and aid understanding of some of the challenges faced regionally.
- (iii) It was explained that oversight of funding for work on employability and skills rested with the LEP, to be considered on a project by project basis. The LEP had asked authorities to develop an outline Employability and Inclusion (E&I) programme, while it retained the lead on skills. Requests for ESF funding would be considered in the first instance by the LEP before referral at European level. There would therefore be some opportunity for scrutiny of decision making at regional LEP level. Scrutiny arrangements at European level were not yet clear.
- (iv) Members commented on the relationship between Europe and the Local Enterprise Partnerships. The need for effective working in terms of the LEPs relationship with NECA was also highlighted. Members noted the distinct roles of the Combined Authority in setting the Strategic Economic Plan and the LEP as business leaders and stressed the need to avoid delay in progressing projects across the LEP/NECA interface. It was noted that it was hoped that the first tranche of projects would be agreed by July 2015.
- (v) The need to maximise match funding from potential sources, was acknowledged. Members were informed that some initial delay had provided time in which to compile a good set of proposals and to explore options for match funding.
- (vi) The Chair commented on the need to further explore the crucial relationship between the LEP and Leadership Board and hoped that this could be considered at the next meeting, as this would be the last meeting of the 2014/15 municipal year.
- (vii) A member welcomed the focus on apprenticeships but stressed the need for quality placements and also for more vocational apprenticeships for young people with a less academic bias. Cllr Davey agreed, noting that a degree course operated by West Midlands' paramedic service for those who had not followed a traditional academic route provided a useful model that could be developed and shared with employers. The Chair commented that there was also a lack of quality apprenticeships for those leaving school from sixth form.
- (viii) A query was raised as to how the annual target for apprenticeships would be tracked to check quality and distribution. The need was highlighted for reliable public transport to access work (particularly in rural areas), together with ensuring that apprenticeships matched regional skill requirements. Cllr Davey acknowledged these points and referred to a NECA/LEP funded project to promote STEM subjects in colleges and also to work underway with sixth forms. In terms of quality assurance, a programme operated by

Northumberland County Council to provide craft apprenticeships on social housing schemes was noted.

Members were informed that a report would be presented to the Leadership Board on the first phase of the Apprenticeship Hub. This would show that it was proving difficult to meet overall targets due to the current national framework and there was a need for discussion with Government to try to remove barriers. Data from the Apprenticeship phase of the LMI indicated that a reasonable mix was being achieved across niche growth sectors but total numbers were an issue. With regard to public transport access, Cllr Davey commented that there was not significant unemployment in rural areas with key unemployment pressures tending to be in the South East of Northumberland.

- (ix) In response to a query, the Committee was updated on work being undertaken to re-locate Army service families returning from overseas to Albermarle Barracks. It was confirmed that the mental health implications of re-settlement were recognised and work was underway to tackle issues such as housing, unemployment, social inclusion etc.
- (x) A brief overview was provided of the Mental Health Trailblazer initiative, targeted at those unemployed for 26 to 39 weeks with low level mental health issues. In response to a query, it was confirmed that in developing the programme there had been liaison with organisations such as Mindful Employer. A committee member commented that mental health issues in the work place sometimes originated in young people during their school years and the importance of the pre-employment period for young people should be recognised.
- (xi) The need for more local control over apprenticeship and training provision was highlighted. Cllr Davey commented that some of the longer established Combined Authorities had made good progress in developing closer working with DWP. This had been very beneficial and had led to the co-location of benefits staff and Job Centre Plus services in Local Authority buildings. Discussion was ongoing with Government to enable NECA to also proceed down this route, to try to overcome some of the barriers to greater local devolvement around training and apprenticeships.
- (xii) It was confirmed that local employers were very supportive of the LMI work and were keen to be involved. It was hoped to bring all relevant parties on board to ensure local training for locally available jobs.
- (xiii) As well as the quality and sustainability of jobs, ensuring opportunities for progression was also an important consideration.
- (xiv) Cllr Davey noted that the programme of bi-monthly meetings with A Hodgson, Skills Lead at the LEP was informal but was proving to be very useful and informative.
- (xv) A member noted the number of parties involved in this area of work and sought clarification on where responsibility lay for oversight of performance. The Committee was informed that NECA was obliged to demonstrate its' performance against targets, to the LEP. There was also a role for Overview and Scrutiny around this work, particularly in identifying barriers to progress.

RESOLVED – That the report be received and Committee members comments fed into the development of work around this issue.

38 EUROPEAN STRUCTURAL AND INVESTMENT FUNDS (ESIF) REPORT

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

Sarah McMillan, Strategy and Innovation Manager, South Tyneside Council gave a presentation (copy attached to Official Minutes) on the EU Structural and Investment Fund (ESIF) 2014-20, which comprised a notional allocation of £470m to the region over a seven year period. Members were provided with an overview of the background context and strategic alignment with the Strategic Economic Plan; the four funds comprising the ESIF; the basis of allocation by fund, by area and EU local objectives; routes of delivery; and governance arrangements.

The Chair then invited questions from members and the following key issues were raised in discussion:-

- (i) A member highlighted that financial pressures would impact on the ability of authorities to match fund and noted implications for partner expectations e.g. in the community and voluntary sector. He also queried the potential impact on ESIF of any decision by the UK to leave the European Union. S McMillan commented that she was unable to comment on this latter point. She acknowledged however that match funding was a key issue and managing partner expectations would be important.
- (ii) Members expressed disappointment at the anticipated decision to designate Local Sub Committees as advisory rather than decision making and some concern was expressed as to how the LEP would assure itself that the region received its fair share of funding. In response it was explained that allocations were made in accordance with a prescribed formula. The North East was noted to have done well in the initial allocation and the key was now for partners to develop strong projects to ensure that this notional allocation was secured for the region.
- (iii) S McMillan noted that clarity was awaited on the exact remit of the Local Sub Committee and it was anticipated that LEP Chairs would be receiving a letter from ministers setting out the terms of reference. It was however expected that the sub committees would be advisory rather than decision making and would be tasked with advising Managing Authorities on which projects should be supported.
- (iv) Responding to a query from a member, it was confirmed that it was not yet clear whether funds would be allocated according to where jobs were created or based on the areas from which those taking up jobs came. Detailed eligibility criteria would set out these arrangements.
- (v) It was confirmed that partners and outside agencies which provided training would be able to tap into funding but would have to match fund.
- (vi) A member referred to section 3 of the report detailing proposals for Technical Assistance and commented that there appeared to be some concern that this funding may not be used correctly. Members were informed that this money was to support project development but further information was awaited on the exact arrangements. It was noted that as ESIF was a national programme and may be used by central Government to fund its own programmes, it would be important to ensure that proposals did not duplicate work at national level, as they would be unlikely to be supported.

- (vii) A member stressed the need to ensure that the LEP and NECA fully considered requirements for Technical Assistance funding when developing its joint programme management structure and also asked that the Committee's concern over the downgrading of the Local Sub Committee to an advisory role, be raised with appropriate bodies.
- (viii) In response to a query, the likely scope for Community Led Local Delivery (CLLD) was noted.
- (ix) The ESIF programme would be delivered over a six year period but it was expected that initially at least, projects would run for two to three years. There would be a mid-programme review to provide an opportunity to take account of any significant economic/social change.
- (x) It was confirmed that there were no proposals at present on which elements of ESIF may be commissioned. Whilst there might be scope for some commissioning of specific elements of delivery, the vast majority of projects would be open to organisations to come forward with plans on how the projects should be delivered.
- (xi) A member highlighted that the Committee was expected to monitor the programme (section 5 refers) and queried what reporting and monitoring arrangements were in place to support this process. It was explained that governance arrangements for the whole programme were being developed and specific monitoring arrangements would be clarified. There would be regular reporting and the Committee would need to consider how it would use this information.
- (xii) It was confirmed that community and voluntary sector representatives had been involved in developing the Social Inclusion element of the ESIF programme. It was also hoped that there would be scope to work with the Big Lottery to develop possible match funding arrangements. It was too early to comment on how arrangements were working and this may be an issue to revisit in due course.

There being no further questions the Chair thanked S McMillan for the helpful presentation.

RESOLVED – That

- (i) The report and presentation be received and members comments noted;
- (ii) The Combined Authority and North East Local Enterprise Partnership should fully consider the opportunities and requirements of Technical Assistance funding when developing the joint programme management structure; and
- (iii) The Combined Authority emphasise that the Local Sub Committee should have its strategic role and responsibilities explicitly set out to ensure effective decision making on local funding.

39 FORWARD PLAN AND WORK PROGRAMME REPORT

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

The Committee considered the North East Combined Authority (NECA) Forward Plan in relation to the development of its own work programme and the following comments were raised:-

- (i) The Chair referred members to information on the NECA website relating to development of a devolution prospectus for the North East.
- (ii) It was agreed that a running list would be developed of outstanding actions and requests made by the Committee.
- (iii) It was noted that there were a number of issues on the work programme which it had not yet been possible to address including the establishment of a policy review for the coming municipal year.
- (iv) It was proposed that the last meeting of the current municipal year on 24 March 2015, be used to focus on progress around the Transport priority theme and that the NECA lead member for Transport and Director General of Nexus should be invited to the meeting.
- (v) The importance of ensuring a safe and efficient public transport system was noted. Reference was made to recent reliability problems with Metro services and a member commented that system performance and investment may be areas for review.
- (vi) Members noted that it would be timely to receive a briefing on the NECA/North East Local Enterprise Partnership (NELEP) vision for devolution in the North East. Members proposed that P Woolston, Chair of the NELEP, be invited to meet with Committee members before the end of the current municipal year, to share views on the way forward and the developing relationship between the Combined Authority and LEP.
- (vii) In discussion it was agreed that following the start of the 2015/16 municipal year, arrangements be made for the Chair and Vice Chair to visit Manchester to meet with representatives from the Greater Manchester Combined Authority Scrutiny Committee.

RESOLVED – That

- (i) A running list be developed of outstanding actions and requests made by the Committee, to enable progress to be monitored;
- (ii) Consideration be given to establishing a policy review on one of the transport issues in the work programme, for the coming municipal year;
- (iii) The NECA lead member for transport and the Director General of Nexus be invited to the next meeting on 24 March 2015;
- (iv) That the Chair of the NELEP, be invited to meet with Committee members in an informal session prior to the start of the next formal meeting on 24 March 2015; and
- (v) Following the start of the 2015/16 municipal year, arrangements be made for the Committee Chair and Vice Chair to visit Manchester to meet with representatives from the Greater Manchester Combined Authority Scrutiny Committee.

40 DATES AND TIME OF NEXT MEETING

3.00 pm - Tuesday 24 March 2015, Civic Centre, Newcastle upon Tyne

An informal discussion would take place at 2pm with the Chair of the North East LEP.

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North East Combined Authority

Overview and Scrutiny Committee

DATE: 24th March 2014

SUBJECT: Metro Performance Update and Governance of Nexus

REPORT OF: Monitoring Officer

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on recent performance by the Tyne and Wear Metro and to note the current legal and constitutional arrangements and options being considered for reform.

RECOMMENDATIONS

It is recommended that the Committee reviews the current performance and measures in place to improve performance and notes the current governance arrangements and options for change.

North East Combined Authority

Overview and Scrutiny Committee

1 Background Information

- 1.1 Nexus has been asked to provide an update on the performance of the Tyne and Wear Metro.
- 1.2 Toby Hughes, Managing Director (Transport Operations) has been invited to attend the meeting to deliver a presentation updating Members on the recent performance and to explain measures being put in place to improve service performance.
- 1.3 Additionally, information will be provided to the Committee on the current legal and constitutional arrangements, the options for reform and the development of working arrangements between Nexus, the NECA and Constituent Authorities.

2 Proposals

- 2.1 Members are asked to note the presentation and measures in place to improve Metro performance and to note the governance arrangements.

3 Next Steps

- 3.1 Members will be kept informed of the performance of Metro through the development of the annual scrutiny work programme.

4 Potential Impact on Objectives

- 4.1 Performance monitoring can help ensure achievement of desired objectives.

5 Finance and Other Resources

- 5.1 There are no direct financial or resource considerations arising from this report.

6 Legal

- 6.1 There are no direct legal considerations arising from this report.

7 Other Considerations

7.1 Consultation/Community Engagement

There are no specific consultation/community engagements considerations arising from this report.

7.2 Human Rights

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

North East Combined Authority

Overview and Scrutiny Committee

7.3 Equalities and Diversity

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

7.4 Risk Management

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

7.5 Crime and Disorder

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

7.6 Environment and Sustainability

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

8 Background Documents

8.1 There are no background documents

9 Links to the Local Transport Plans

9.1 This report has no direct links to plans in the Policy Framework

10 Appendices

1. Monitoring Nexus' Performance Report of the Transport NE (Tyne & Wear) Sub-Committee 29 January 2015
2. Governance of Nexus Report of the Transport NE (Tyne & Wear) Sub-Committee 26 February 2015

11 Contact Officers

Karen Brown karen.brown@sunderland.gov.uk

12 Sign off

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

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Transport North East (Tyne and Wear) Sub-Committee

Thursday 29th January, 2015 at 2.00 pm

Members' Pre-meeting at 1.30 pm

Meeting to be held: Civic Centre, Regent Street, Gateshead, NE8 1HH

www.northeastca.gov.uk

AGENDA

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5. Monitoring Nexus' Performance	1 - 28

Contact Officer: Victoria Miller Tel: 0191 211 5118 E-mail: victoria.miller@newcastle.gov.uk

To All Members

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North East Combined Authority

Transport North East (Tyne and Wear) Sub-Committee

DATE: 29 January 2015

SUBJECT: Monitoring Nexus' Performance

REPORT OF: Chief Executive for the Thematic Lead for Transport
and
Managing Director (Transport Operations)

EXECUTIVE SUMMARY

Metro ridership is above that last year with 26.8m boardings in the year to 6th December this year vs. 24.6m for the same period last year.

Following periods of poor punctuality and reliability DBTW's senior management team has been restructured and it is anticipated that this will increase the focus on performance.

The cumulative capital expenditure against budget for the Metro Asset Renewal Plan is within target level and outputs are in line with expectations.

It is anticipated that the QCS Board will publish its findings by 31st May 2015.

Arrangements were made for the implementation of the new Metro and Ferry fares on 2nd January 2015.

Nexus is representing NECA's interests on Transport for the North's Rail Working Group.

RECOMMENDATIONS

It is recommended that TWSC receives and considers the report and the attached appendices giving details of Nexus corporate performance in delivering services and projects to the end of the third quarter.

North East Combined Authority

Transport North East (Tyne and Wear) Sub-Committee

1 Background Information

- 1.1 Metro ridership remains above last year. Metro customer satisfaction is below target and punctuality is significantly below target. Following discussions with Arriva Group, the DBTW senior management team has been restructured and it is anticipated that this will increase the focus on performance with an action plan to include measures aimed at improving service provision and increasing customer satisfaction.
- 1.2 Proposals on the long-term Metro Strategy 2030 are to be reported to TNEC in due course. Metro's maintenance and inspection work is ahead of planned targets. The cumulative capital expenditure against budget for the Asset Renewal Plan is within target level and outputs are in line with expectations.
- 1.3 The QCS Board met on 26th November and gave direction on its proceedings. The commercial bus operators will make written submissions by 30th January. Nexus will have the opportunity to formally respond, and provide further written evidence, by 20th February. This will be followed in March and April by the opportunity to present verbal evidence. It is anticipated that the Board will publish its findings by 31st May 2015.
- 1.4 Arrangements were made for the implementation of the new Metro and Ferry fares on 2nd January 2015. Nexus is representing NECA's interests on Transport for the North's Rail Working Group. Nexus is also providing technical advice and support to NECA and other North East local authorities on the development of a regional policy on rail matters.
- 1.5 The Metro ARP is an eleven year programme running from 2010 to 2020. Forecast ARP spending for 2014/15 is £31.893m. This is £10.598m less than the approved ARP budget for the year of £42.491m, noting that the approved budget included £8.9m over programming. Actual expenditure to the end of period 9, including accruals is £18.560m, an increase of £1.663m since Period 8. Spend in the period was 90% of the forecast spend of £1.846m.

2 Proposals

- 2.1 There are no proposals being submitted for consideration.

3 Next Steps

- 3.1 The quarterly reporting dates are submitted into the forward plan for the Sub-Committee.

North East Combined Authority

Transport North East (Tyne and Wear) Sub-Committee

4 Potential Impact on Objectives

4.1 Performance monitoring can help ensure achievement of desired objectives.

5 Finance and Other Resources

5.1 There are no direct financial or resource considerations arising from this report.

6 Legal

6.1 There are no direct legal considerations arising from this report.

7 Other Considerations

7.1 Consultation/Community Engagement

There are no specific consultation/community engagement considerations arising from this report.

7.2 Human Rights

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

7.3 Equalities and Diversity

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

7.4 Risk Management

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

7.5 Crime and Disorder

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

7.6 Environment and Sustainability

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

North East Combined Authority

Transport North East (Tyne and Wear) Sub-Committee

8 Background Documents

- 8.1 The Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland Combined Authority Constitution 2014

9 Links to Plans in the Policy Framework

- 9.1 This report has no direct links to plans in the Policy Framework.

10 Appendices

- 10.1 Nexus' quarterly summary performance report
10.2 Metro Asset Renewal Plan quarterly progress report

11 Contact Officers

- 11.1 Tobaugh Hughes
Managing Director (Transport Operations)
E-mail: tobaugh.hughes@nexus.org.uk
Tel: 0191 203 3246

12 Sign off

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

Nexus: Summary of Corporate Performance

Theme:		Key Considerations:
1. Leading Delivery of Better Public Transport Services		
Workstream	Public Transport Journeys (on services under Nexus control)	<ul style="list-style-type: none"> Metro patronage is above last year
	Maintain Customer Satisfaction	<ul style="list-style-type: none"> Metro Customer Satisfaction is below target
	Maintain Service Quality	<ul style="list-style-type: none"> Metro charter punctuality significantly below target
	Exploit Smart Ticketing Technology	<ul style="list-style-type: none"> Final ticket gate installations taking place NESTI STR pilots underway

Theme:		Key Considerations:
2. Transform Metro through Reinvigoration		
Workstream	Plan Long-Term Metro development	<ul style="list-style-type: none"> Proposals on Long-term Metro Strategy 2030 to be reported to TNEC in due course
	Asset Stewardship Index	<ul style="list-style-type: none"> Metro maintenance and inspection work ahead of planned targets
	Deliver the Metro ARP	<ul style="list-style-type: none"> Cumulative capital expenditure against budget is within target level: output in line with expectations

Theme:		Key Considerations:
3. Deliver the Bus Strategy		<ul style="list-style-type: none"> NECA decision made on 21.10.14 to pursue QCS Consideration by QCS Board has started
Workstream	Plan to Arrest the Decline in Bus Patronage	<ul style="list-style-type: none"> QCS Board findings anticipated on or before 31.05.15 – performance monitoring relates to progress of the project
	Plan to Maintain, and Preferably Grow, Accessibility	<ul style="list-style-type: none"> QCS Board findings anticipated on or before 31.05.15 – performance monitoring relates to progress of the project
	Deliver Better Value for Money	<ul style="list-style-type: none"> No assigned actions at present: dependent on decision of QCS Board

Theme:		Key Considerations:
4. Become a Smarter Organisation		
Workstream	Employee Satisfaction	<ul style="list-style-type: none"> Nov. '14 survey achieved a 64% return rate 'Transforming Leadership' initiative actions on target
	Supporting the Combined Authority	<ul style="list-style-type: none"> Nexus representing NECA's interests on Transport for the North's Rail Working Group
	Process Improvements	<ul style="list-style-type: none"> Actions to deliver improved internal process efficiencies currently on target
	Focus on Health Safety and Environment	<ul style="list-style-type: none"> Railway Operations Incidents and Assurance Checks Undertaken are within target Nexus carbon footprint within target
	Revenue vs. Budget	<ul style="list-style-type: none"> The periodic financial return demonstrates a more positive position than anticipated in the original budget

The following information provides further detail on performance with information from 17th August to 6th December 2014 (NB 1st April to 16th August 2014 was covered in a previous report):

Theme 1: Leading Delivery of Better Public Transport Services

1. Ridership figures for Metro are strong so far in 2014/15 with the Year to Date (YTD) actuals ahead of last year's results for the same period (26.8m YTD this year vs. 24.6m last year, a 9% increase). Secured bus service ridership figures are slightly lower than for the same period last year (5.7m YTD this year vs. 5.9m last year, a 3.5% decrease), and the Shields Ferry service patronage is also slightly down when compared to last year (366k YTD this year vs. 368k last year, a 0.5% decrease).
2. The November 2014 Metro Customer Satisfaction survey, undertaken on a six-monthly basis as part of the operating concession's formal performance management arrangements, established an overall score of 7.6 (slightly down from 7.7 in November '13). Although this is lower than the 8.0 score obtained in the May 2014 survey (8.1 May '13), the autumn survey always scores lower than the one carried out in the spring. Nevertheless the score continues to be below the contractual requirement of 8.3. Financial penalties are applied where performance is below contractual targets. Customer satisfaction shortfalls are directly influenced by performance issues discussed in the next three paragraphs. The November survey also found that the score for passenger satisfaction with personal safety and security has fallen to 7.0 from the May 2014 score of 7.4, which means that the contractual obligation of 7.3 for this aspect has also been missed.
3. Metro Punctuality at the end of the period under review was 71.7%, significantly below the target of 87.2% set out in the Metro Passenger Charter; this is primarily because of the high level of Excess Head Way Minutes (EHWM – the method for recording and monitoring delays) arising from a mix of operator (para. 4 refers) and infrastructure (para. 5 refers) issues. The cleanliness and appearance of Metro stations (graffiti removal and light cleans) and quality aspects on trains (delivery of on-train Passenger Announcements and Passenger Information Displays) which were of concern earlier in the year have been addressed during the period and enhancements are being attained. A close watch on performance against these aspects will be maintained to ensure that further improvement is achieved.
4. Following discussions with Arriva Group, the DBTW senior management team has been restructured. It is anticipated that this will increase the focus on performance. Over the period under review 78k EHWM were allocated to the operator bringing its YTD total to 195k (217k YTD total last year). Metrocar

reliability continued to present a major problem over the period and an action plan has been put in place to improve fleet performance. DBTW's Performance Action Plan will also include measures to increase customer satisfaction in future surveys. On Boxing Day a Saturday service was provided between 08.00 and 20.00, representing an improvement on previous year's arrangements.

5. In the year to date the Excess Head Way Minutes (EHWM) allocated to Nexus Rail is 40k against a target of 20k with 75% of the total (30k EHWM) being incurred during the period under review, during which there were eight significant delays (+500 EHWM) assigned to Nexus infrastructure.
6. The reliability target of 99% for Secured Bus Service Mileage Operated has consistently been achieved. Following a competitive tendering exercise contracts have been awarded to maintain the current secured services bus network where existing contracts are expiring in January 2015. Tenders have been issued to seek replacement contracts to replace secured bus services in Newcastle and North Tyneside which are expiring in March 2015.
7. Regarding implementation of NESTI Stored Travel Rights (STR), pilot customer groups on Metro, Go North East, Arriva and Stanley Travel continue trialling the system. In this regard GNE & Arriva have agreed to progressively rollout STR in the New Year, starting with the X40 and Quaylink services (GNE) and services based from the Ashington Depot (Arriva). A meeting with Stagecoach to discuss an STR pilot in the Tees Valley area has been arranged for January. The STR module for PayZone outlets has successfully completed testing and will be "live" in PayZone agents from 2nd January.
8. On Metro the ticket gate performance has remained acceptable and indications are that the resultant increase in TVM revenue is exceeding initial expectations set during the pilot period. DBTW is meeting its staffing obligations with regard to the ten stations which are operating largely in line with contractual requirements. The "Zonal Capping" release of the STR software has been downloaded to all gates & validators. From 2nd January zone based annual products are available on Ticket Office Machines (TOMs) in TravelShops, and from Metro Ticket Vending Machines (TVMs) from mid-January when a TVM software update takes place.
9. Installation of Automatic Ticketing Gates (ATGs) at Byker has now been completed, with installation of the glazed paid-area barrier line to be finalised early in the New Year. Work to complete the installation with ATGs at Chichester is underway. A video help point at the Mile End Road annex to South Shields station is now installed and familiarisation training is being provided for DBTW gateline staff. A safety validation of gateline operation is nearing completion.

10. The 'POP' website and Card Management System (CMS) are targeted for a launch date early in 2015. With regard to implementation of the regional English National Concessionary Travel Scheme (ENCTS) CMS: Northumberland has now fully transferred to the new CMS; Darlington is ready to "switchover" and has plans in place to do so early in 2015, with other Tees Valley authorities following thereafter. Planning for the transfer of Nexus' ENCTS CMS records is underway. End to end testing of the hotlisting of "POP" cards on the Metro System has been successful, which will help to identify and reduce fraudulent use.

Theme 2: Transform Metro through Reinvigoration

11. Following closure of the public consultation on the long term Metro Strategy 2030 the feedback received has been analysed. A report on the results and seeking direction on the next steps is being prepared for consideration by the Transport for the North East Committee (TNEC) in due course.

12. Nexus is managing the planning and implementation of work to deliver a significant programme of projects during 2014/15 including: continued major earthworks between South Gosforth and Jesmond; delivery of the ¾ life refurbishment programme; and commencement of the replacement of the radio system. During the review period lift replacement works were completed at Jesmond and Manors, as were escalator replacement works at Heworth and Gateshead stations. Brand new escalators are to be installed at Heworth platform 2 and at Gateshead from the concourse to the bus station: work will begin on 5th January and will take about 12 weeks to complete. Programmed expenditure on the Metro asset renewal plan is being monitored and controlled within pre-planned limits to meet DfT requirements (see Appendix 2).

Theme 3: Deliver the Bus Strategy

13. At its meeting on 21st October the North East Leadership Board (NELB) considered options for delivering the Bus Strategy for Tyne and Wear including the Quality Contracts Scheme (QCS) and the operators' partnership proposals (VPA). The NELB resolved, amongst other things, that the QCS be referred to the QCS Board and agreed that the VPA as currently proposed should not be progressed further by NECA and Nexus.

14. The QCS proposal was duly referred to the QCS Board which met on 26th November and gave direction on how its proceedings are to be conducted. In the first instance written submissions by the operators will be made by 30th January. Nexus will have the opportunity to respond, and provide further written evidence, by 20th February. This will be followed by the opportunity to present verbal evidence with sessions taking place at the Stadium of Light in Sunderland on 10th-12th & 17th-19th March and 14th-16th April: the parties involved will be able to

cross-examine each other during the hearings. The formal proceedings will then close allowing for deliberation by the Board prior to its findings being published on or by 31st May 2015.

15. In the meantime, and in accordance with direction from the NELB, Nexus continues to work on all matters relating to the QCS including making progress through the remaining stages of the statutory process.

Theme 4: Become a Smarter Organisation

16. Nexus' development initiative 'Transforming our Leadership' arose from examination of previous staff satisfaction survey results, with the intention of strengthening performance and improving the result from the 2014 annual survey which took place in November. The survey was circulated to all staff and generated a 64% return rate. The data obtained is being analysed by an external organisation and initial results will be available early in 2015.
17. The NECA has asked Nexus to represent its interests on Transport for the North's Rail Working Group, the first two meetings of which take place during January 2015. Nexus is also providing technical advice and support to NECA and other North East local authorities on the development of a regional policy on rail matters. Development of a set of key regional rail messages for use in lobbying efforts is at an advanced stage, and will put before NECA and the Tees Valley authorities for endorsement during January.
18. Arrangements were made for the implementation of the new Metro and Ferry fares on 2nd January 2015.
19. The recommendations and observations arising from an external audit of Nexus safety management system are being considered and acted upon accordingly: there having been no non-compliance or other urgent issues identified. With regard to environmental management it is estimated that at the end of the period 98% of the waste generated by Nexus was being recycled with the remainder going for energy generation.
20. Nexus' external auditor, Mazars, has recently reviewed our Internal Audit Section IAS against the requirements of the Public Sector Internal Audit Standards and the CIPFA Application Note and has concluded that it is substantially compliant.
21. The Total Nexus Financial Requirement over the 2014/15 financial year at 6th December 2014 - the end of the period under review - was forecast at £95.49m compared to the original budget of £98.93m, a decrease of £3.44m. It was also forecast that there will be a Deficit before Taxation for the year of £2.35m,

compared with the Budgeted Deficit of £4.77m a positive variance of £2.42m. Metro income to the 6th December amounted to £32.56m, against a re-phased budget of £31.32m, a positive variance of £1.24m. As a comparison, the income for the first 9 periods of 2013/14 was £31.28m. The detailed financial position will be updated and reported to TNEC, as part of the CFO's third quarterly revenue monitoring report, at its meeting on 26th February 2015.



Nexus Programme Management Office

Metro Asset Renewal Programme Report

Quarter 3 Monitoring Report 2014/15

(To the end of Period 9: 6 December 2014)



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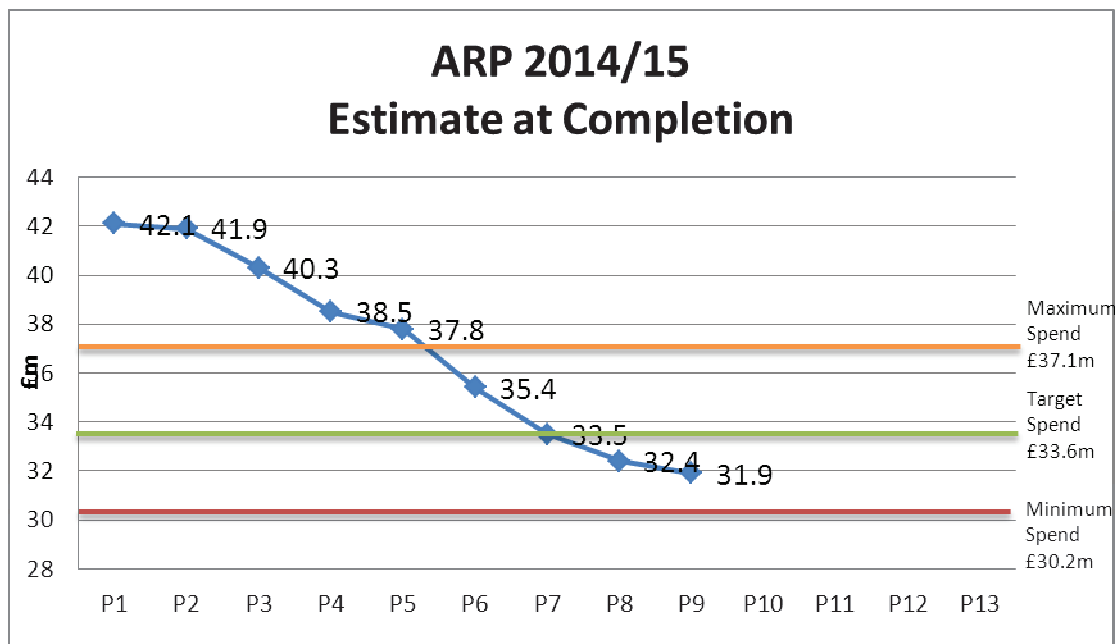


Executive Summary

Asset Renewal Programme

Financial Headlines:

- The Metro ARP is an eleven year programme running from 2010 to 2021 and although the programme is monitored 'in year' in order to ensure compliance with DfT funding requirements, the benefits of a rolling three year programme of funding allows a certain amount of flexibility in delivery
- Forecast ARP spending for 2014/15 is £31.893m. This is £10.598m less than the approved ARP budget for the year of £42.491m (but note that the approved budget included £8.9m over programming).
- Actual expenditure to the end of period 9, including accruals is £18.560m, an increase of £1.663m since Period 8.
- Spend in the period was 90% of forecast spend of £1.846m.
- The forecast spending for the year, compared with minimum, target and maximum spending levels is shown in the graph below.



- Evaluation of risks and opportunities - including potential efficiencies, acceleration and delays do however, indicate that it is unlikely that the outturn will fall short of the minimum spend level.
- The current forecast is a consequence of a number of factors resulting in re-profiling some projects and consequently planned expenditure, together with in a number of examples of procurement and delivery efficiencies:-



- In summary, the main areas of movement across the year relate to:
 - Central Corridor (South Gosforth to Jesmond) earthworks where a solution will be implemented without extended track possessions. Compared to tendered rates, optimal efficiency will be achieved by using the internal Capital delivery resource with the works now scheduled for early 2015/16. Bus substitution costs and Metro service impact is greatly reduced.
 - The Radio Project where protracted tender evaluation and award delays encountered earlier in the year have not been recovered. More significantly, because of the need to re-consider the approach to transmission masts which was only highlighted by the contractor in December, there has been a downward movement of £1.1m which will carry over into 2015/16. The overall forecast remains unchanged.
 - The Overhead line renewal Programme where mobilisation has been delayed to the end of 2015/16 pending the procurement of specialist vehicles, plant and equipment.
 - QEII Bridge track renewal where affordability and compliance issues resulted in the need to re-tender and reschedule delivery from February 2015 to May 2015. The re-tendering exercise has delivered a contract is now capable of being delivered within the original budget.
 - Permanent Way and track Drainage where localised works planned for Whitley Bay and Shiremoor Stations is now incorporated within the major 2015/16 & 2016/17 track renewal; something that was rescheduled once confirmation that full funding would be released by DfT for Year 7 was received.
- In essence, 2014/15 has been a year of consolidation where Nexus has deliberately established a programme of activity that would disrupt customers the least, particularly bearing in mind the heavy commitments that certainty over the funding for the track renewal on the north Tyne loop provides.



Main Activities in Quarter 3:

- The Nexus Capital Delivery Team is continuing to deliver signalling, communications and duct route renewals with significant efficiency savings. This programme of works is being rescheduled in conjunction with other schemes to maximise delivery efficiencies and will now complete in mid 2015/16.
- Detailed design work is continuing on the tetra based Radio System replacement. Installation work within the central tunnel areas is commencing.
- Planning to develop internal capability to deliver Overhead Line (OHL) Renewal continues. Procurement of specialist equipment is continuing.
- Tender evaluation is progressing for the PTI (the Nexus Traffic Management System -Train route setting and associated functionality).
- Improvement works to the Level Crossings at Kingston Park, Callerton Parkway, Bankfoot, Fawdon and Howdon is now complete.
- Fire alarm replacement work continued to programme with all stations now commissioned.
- Refurbishment work complete at Hebburn, Jarrow and Bede Stations.
- Replacements of lifts at both Jesmond and Manors stations now complete.
- Metro Car refurbishment is continuing to programme - 70 cars have now been completed.
- Following a review of Nexus delivery mechanisms in October (as they did in 2012 before confirmation of full funding for Years 4 to 6) undertaken by Asset Management Consulting Ltd on behalf of DfT confirmation has now been received for full funding for Year 7 and a minimum level of funding of 75% in Years 8 and 9 (uplifted from 50%). This defers the uncertainty in planning and resourcing as well as enabling Nexus to achieve procurement efficiencies, particularly in the delivery of track renewal works. It is however, essential that confirmation funding for Years 8 and 9 is achieved within 12 months.

Moving Forward - Quarter 4

- The Internal Capital Delivery Team will continue with remedial work to duct routes, fibre replacement and signal testing and replacement; this is expected to be substantially completed by mid-2015.
- Contract Award of the PTI the Nexus Traffic Management System (Train route setting and associated functionality) is expected to be achieved in March 2015.



- Development of the 'second generation' Permanent Way framework will continue with a market engagement event planned for early February 2015. Procurement prequalification is planned to commence in March.
- The core communications system (Internet Protocol or IP network) testing will be completed allowing transfer of Help Point, Public Address (PA) and CCTV services to the new system enabling the old 'end of life' communications system to be decommissioned.
- Escalator replacement works at Heworth and Gateshead will progress with completion planned for March 2015.
- Central Station Metro refurbishment procurement will commence in January 2015 with pre-qualification.
- Fire alarm commission will continue – with planned completion in February 2015
- Renewal of the remaining sections of Permanent Way between Jesmond and South Gosforth is scheduled to take place in February 2015.
- Mobilisation work will commence for the rail renewal of the QEII Metro Bridge across the Tyne in 2015/16 Quarter.



Performance and Planning

Background

Nexus, which owns the Metro infrastructure, is responsible for maintaining and renewing the network. One of the key features of the eleven year funding agreement reached with DfT in February 2010 is that Nexus should maintain the infrastructure to a condition that enables train services to be provided by the operator (DB Regio Tyne and Wear Limited) as required under the concession agreement. Therefore, the eleven year investment programme should improve the condition of the infrastructure; Nexus is held to account in this regard via a set of output performance measures and Key Performance Indicators.

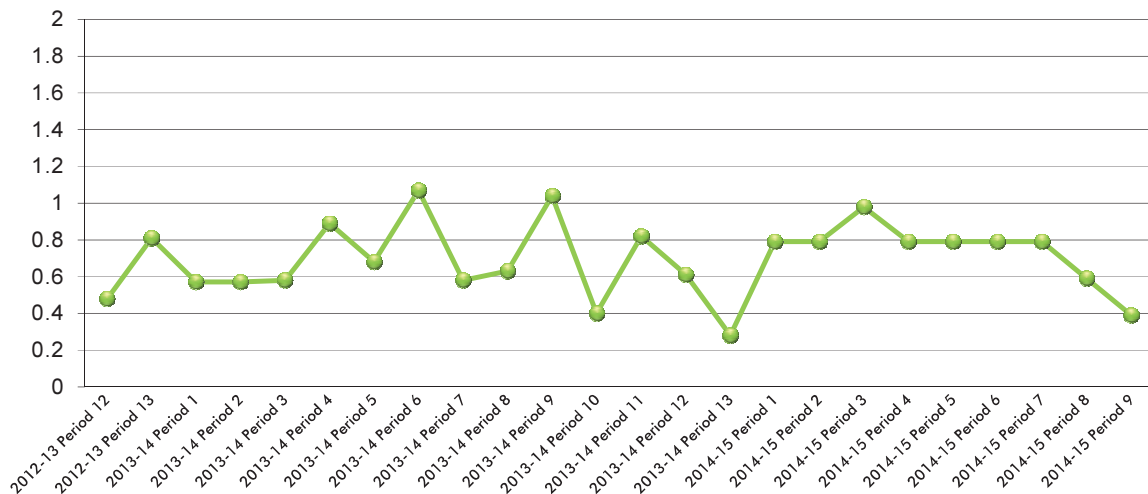
Key Performance Indicators

Safety:

The Staff Accident Frequency Rate for Nexus Rail was 0.39 per 100,000 hours worked. Nexus had no RIDDOR reportable accidents in Quarter 3.

	Q1	Q2	Q3	Q4
RIDDOR reportable accidents	2	1	0	

Nexus Rail Staff Accident Frequency Rate



Performance:

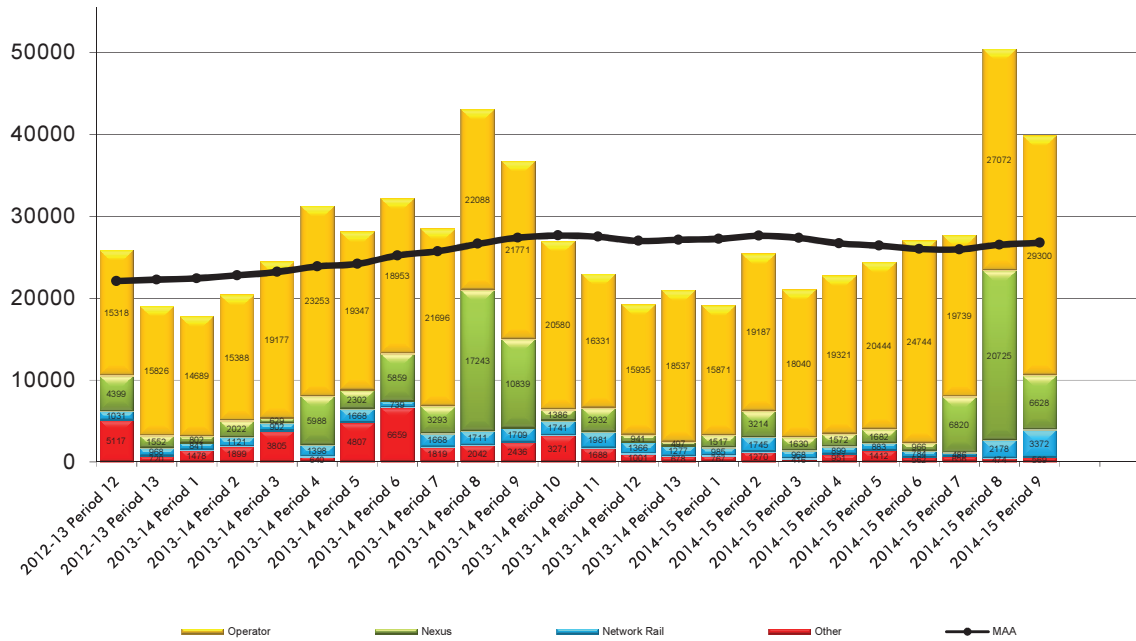
Year to date (end of Period 9), 42,749 Excess Headway Minutes (EHW) are attributable to Nexus Rail this is 106% above the target of 20,752 minutes.

Nexus Rail Excess Headway Minutes				
	Q1 (P1-3)	Q2 (P4-6)	Q3 (P7-9)	Q4



Actual	5,826	3,961	32,962	
Cumulative Actual	5,826	9,787	42,749	
Target	6,150	6,150	8,453	
Cumulative Target	6,150	12,300	20,752	

Total Excess Headway Minutes



Speed Restrictions - There were no Planned and 1 Unplanned Speed Restriction imposed within Quarter 3.

	Q1	Q2	Q3	Q4
Unplanned Speed Restrictions	0	4	1	
Planned Speed Restrictions	0	0	0	

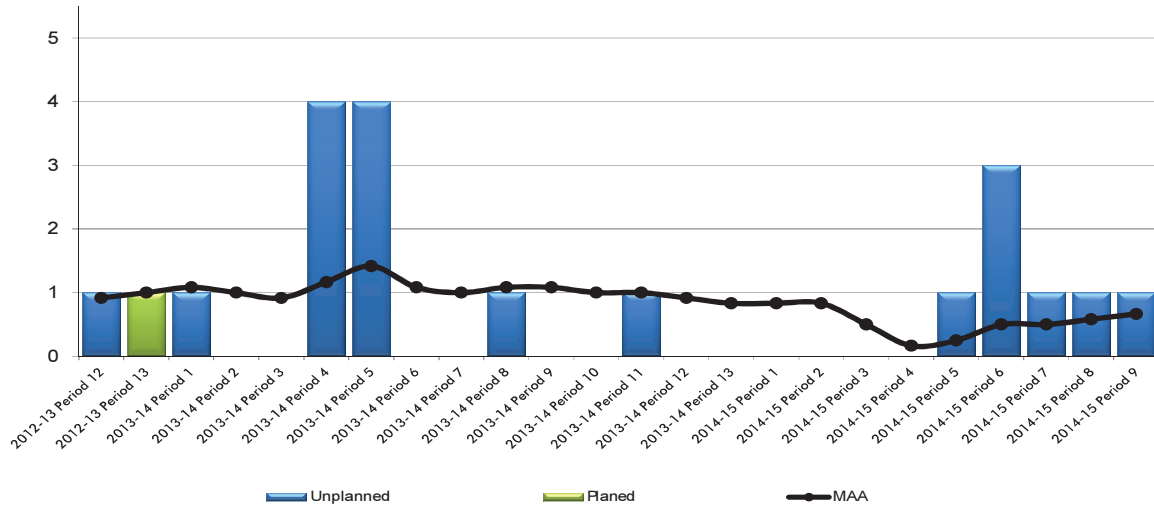
Unplanned Speed Restrictions

- Q2** - Airport, 247m, in line, 30km/h - Critical Rail Temperature - removed 25/07/14
- Q2** - Kingston Park - Fawdon 58m, in line, 32km/h - OHL Mast Strike - remains in place.
- Q2** - Hebburn - Jarrow, 313m, 30 km/h - cracked saddle - removed 28/08/14.
- Q2** - Pelaw - Hebburn, 250m, 32 km/h - broken saddle saddle - removed 10/09/14.

Q3 - Kingston Park - Fawdon 58m, in line, 32km/h - OHL Mast Strike - remains in place at the end of Q3.



Speed Restrictions

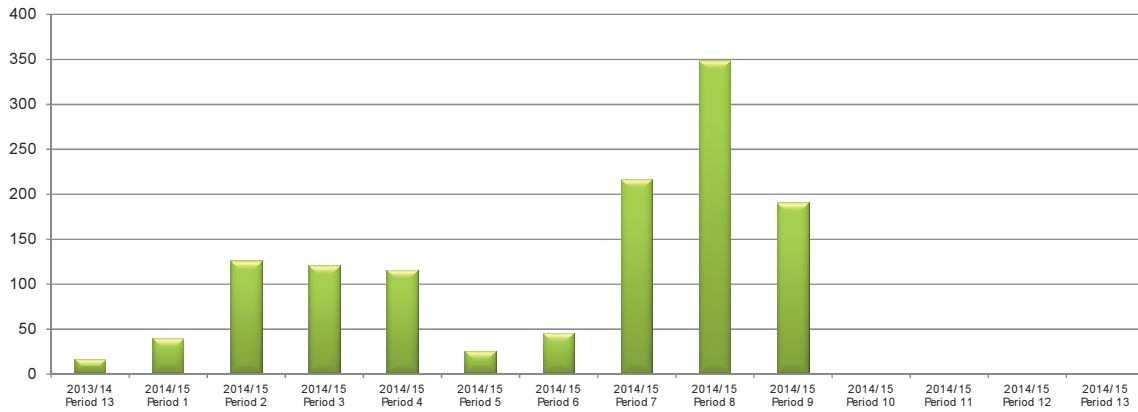


Cancellations

In total, in Quarter 3, **796** journeys were not completed in full or part due to an Infrastructure Fault/Incident.

	Q1	Q2	Q3	Q4
Journeys Not Completed	287	177	796	

Number of Journeys not Completed in Part or Full due to Nexus Infrastructure Fault/Incident



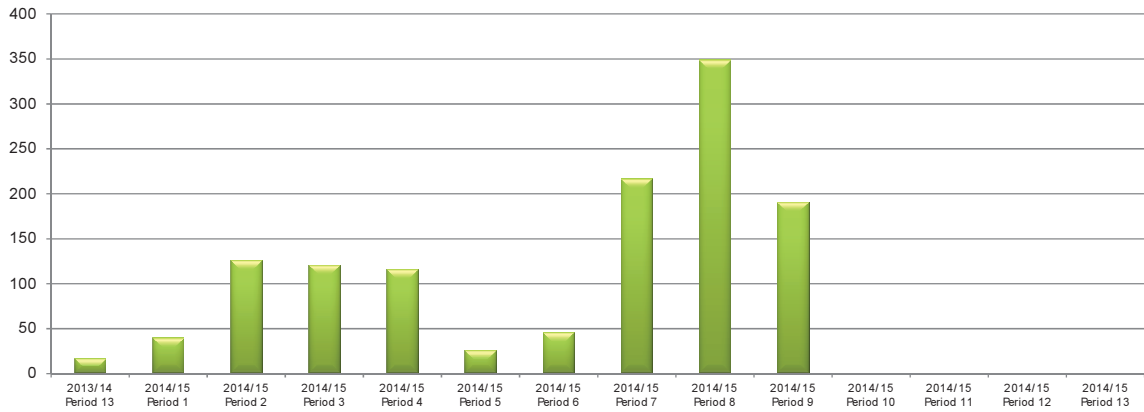
Lost Kilometres (Aggregate Train Km lost)

10,407 Kilometres were lost within Quarter 3 due to Infrastructure Fault/Incidents.

	Q1	Q2	Q3	Q4
Lost km	3466	3,492	10,407	



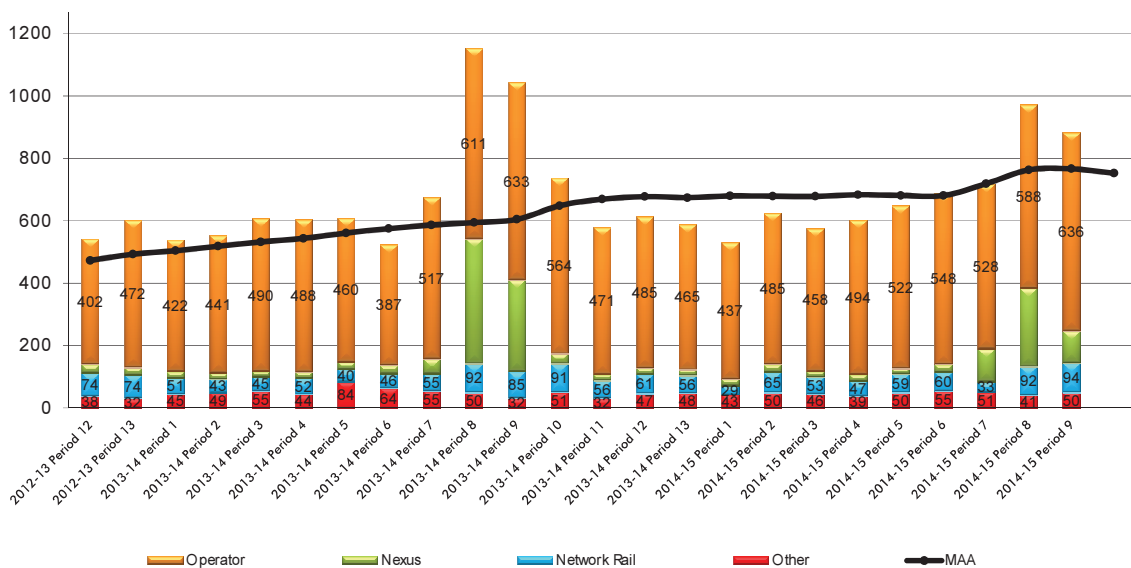
Number of Journeys not Completed in Part or Full due to Nexus Infrastructure Fault/Incident



Faults/Incidents The total number of Faults/Incidents for this Quarter was 2,573. 68% (1752) of which were attributable to DB Tyne and Wear, 18% (460) to Nexus Rail, 5% (124) attributed to Network Rail and 9% (237) currently not attributed (Other).

	Q1	Q2	Q3	Q4
DB Tyne and Wear	1380	1564	1752	
Nexus Rail	64	65	460	
Network Rail	147	166	124	
Currently not attributed (Other)	139	144	237	
Total	1730	1939	2573	

Total Number Of Faults/Incidents generating Excess Headway Minutes





Blockade/ ECoL (Extended Control of Line) Management

There was 3 Planned Blockade/ECoL and 1 Unplanned Blockade/ECoL event within Quarter 3.

	Q1	Q2	Q3	Q4
Planned Blockade / ECOL	0	3	3	
Unplanned Blockade / ECOL	1	1	1	

Unplanned Blockade/ECoL

Q1 Airport-Kingston Park - OHL Failure - 20:25, 16/05/14, - 04:40, 17/05/14

Q2 Airport-Kingston Park - OHL Emergency Repairs - 10:31, 31/07/14 - 11:35, 31/07/14

Q3 South Gosforth-Haymarket - Catenary Wire issue - 13:05, 22/10/14 - 14:03, 22/10/14.

Planned Blockade/ECoL

Q2 North Shields-West Monkseaton - Marmion Terrace footbridge removal - 06:00, 20/07/14 - 18:00 20/07/14.

Q2 Airport-Regent Centre - Tamping and vegetation clearance. 00:40, 17/08/14 - 14:40, 17/08/14

Q2 North Shields - Monkseaton - Marmion Terrace footbridge re-installed - 06:00, 24/08/14- 18:00, 24/08/14.

Q3 Meadow Well - Byker - Vegetation Clearance - 00:33, 05/10/14 - 05:15, 06/10/14.

Q3 Pelaw junction - South Hylton - Network Rail Possession - 00:30, 22/11/14 - 12:30, 23/11/14.

Q3 Hebburn - South Shields - Vegetation Clearance, scrap removal - 06:30, 30/11/14 - 17:19, 30/11/14.

Planned Preventative Maintenance

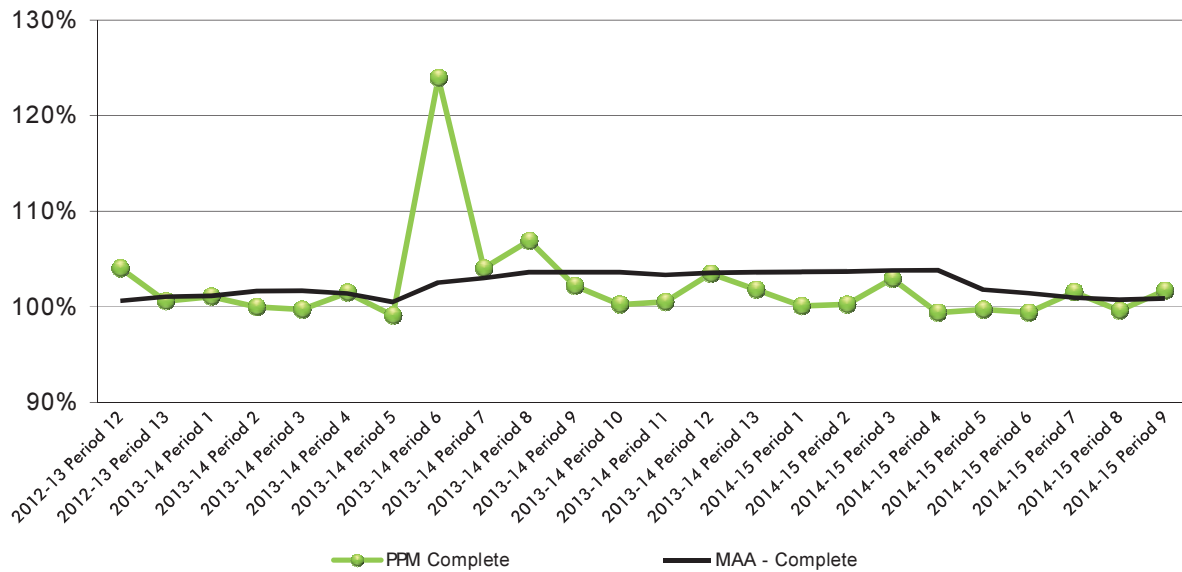
100.9% of planned preventative maintenance activities were completed during Quarter 3

Year to date 100.6% of planned preventative maintenance activities were completed.

	Q1	Q2	Q3	Q4
Planned Preventative Maintenance Activities	3304	3437	3687	
Planned Preventative Maintenance Activities Completed	3341	3434	3720	
% Completed	101.1%	99.9%	100.9	



Planned Preventative Maintenance



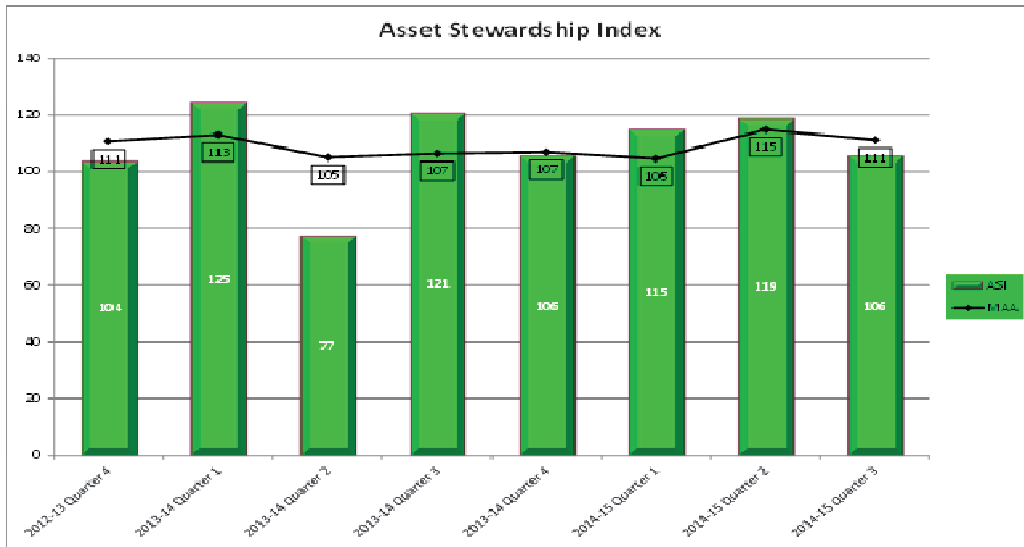
Asset Stewardship

The Asset Stewardship Index (ASI) is an overall asset capability condition measure of the Tyne and Wear Metro System. The index is comprised of a mixture of individual performance measures combined with a peer review of the risks posed by the current asset condition. The index is reviewed by the Head of Engineering on a quarterly basis and reported to the ARP Steering Group meeting and the DfT and is intended to gauge the effectiveness of the Asset Renewal Programme both in terms of choices and outcomes.

The method used to calculate the Asset Stewardship Index uses a weighted combination of:

- Underlying Business Risk, evaluated using a peer group assessment process (60%)
- Significant events which impact on service delivery (40%)

The Asset Stewardship Index was base-lined at 100 at the start of the Asset Renewal Plan and acts as the benchmark for future quarters. As the asset base is renewed it is expected that the trend will increase over time, accepting that there will occasionally be individual quarters where performance will dip either because of significant events and/or because of failures across those asset categories that have yet to be replaced. The ASI is recalculated each quarter.





Metro Asset Renewal Programme

Asset Renewal Programme Performance

Quarter 3 2014/15

(to the end of Period 9, 6 December 2014)

ARP Schedule Performance

Milestone Status

The baseline for Milestones is detailed below. The 14/15 baseline incorporates all phased project milestones, for projects which have been split into delivery phases.

This section reports the additional milestones of 'Contract Award' and 'Start on Site' which are not directly tracked as part of the Stage Gate programme management process. Capital maintenance schemes are excluded so that performance of the investment programme can be highlighted.

Contract Award

Financial Year 2014-15- Period 9

Contract Award - Financial Year 2014-15- Period 9

2014/15	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
Baseline	5	4	6	5	4	4	2	2	4	1	0	2	3	42
Actual	5	3	1	4	0	5	2	5	5					30
Rebaselined IN	0	2			2	1	1	2	3					11
Rebaselined OUT	0		2	2	4		2	1						11

	Project	Phase	Status
Planned in baseline	BC101 Station - Northumberland Park	Staircase	Awarded (will need to be re-tendered due scope change)
	BC212 Bridges – Wallsend to Walkergate (1201 1203 1204 1206)		Not awarded (Stage Gate 3 Management Committee re-submission required)
	BC240 OHL	MEWPs	Awarded
	BC290 Site Investigation		Awarded
Additional to Baseline	BC259 IP Network	CCTV Additional Storage	Awarded (slipped from P5)

Start on Site - Financial Year 2014-15- Period 9

2014/15	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	Total
Baseline	1	2	2	4	3	4	4	3	2	0	3	4	3	35
Actual	1	2	3	6	1	4	1	0	5					23
Rebaselined IN	0								1			1		2
Rebaselined OUT	0		1			1			1					3

	Project	Phase	Status
Planned in baseline	BC977 DC Feeder Cable		Removed from baseline - approach change (taken back to SG2)
	BC556 Help Points	Tyneside	New to baseline
Additional to	BC100 Station – Simonside	VE Panels	Reprogrammed from P7

Baseline	BC101 Station – Northumberland Park	VE Panels	Reprogrammed from P7
	BC721 Station – Pelaw	VE Panels	Reprogrammed from P7

Glossary

ARP: The Metro Rail Asset Renewal Programme. An 11 year programme to ensure sustainability of Metro infrastructure in the medium term.

Blockade: When Nexus has control of the Metro Rail Infrastructure for a period greater than 54 hours to undertake engineering works.

COL (Control of Line): When Nexus has control of the Metro Rail Infrastructure for a period up to 8 hours.

ECOL (Extended Control of Line): When Nexus has control of the Metro Rail Infrastructure for a period greater than normal non-traffic hours i.e. 12, 29 54 hours.

EHW (Excess Headway Minutes): A punctuality performance measure relating to total minutes delay between train services.

OHL: Overhead Line - suspended cables providing electricity supply to trains.

PID (Programme Initiation Document): This defines the ARP strategy and delivery plan and is submitted to the DfT in support of grant funding approval.

PMO (Nexus Programme Management Office): Provides governance, reporting, planning and commercial and cost management to Nexus Programmes and Projects.

PTI: Nexus Traffic Management System providing train route setting and associated functionality.

VoWD (Value of Work Done): A substantiated measure of the value of work completed at the end of each accounting period.

DATE: 26 February 2015
SUBJECT: Governance of Nexus
REPORT OF: Managing Director, Transport Operations

EXECUTIVE SUMMARY

Nexus was established by the Transport Act 1968, with a series of powers and duties to deliver services in line with the policies of the Local Transport Authority (which was also established by the Transport Act 1968). When the NECA was created it became the Local Transport Authority, and Nexus became its Executive for Tyne and Wear and its officer, providing an opportunity to make improvements in reporting and policy alignment. This involves consideration of how Nexus's officer-based arrangements work alongside the political structures in the NECA, and to potentially make some short-term adjustments whilst working towards a longer-term NECA-wide solution.

RECOMMENDATIONS

Members of the Committee are recommended to:

- Note the information on the current legal and constitutional arrangements;
- Consider and discuss the options presented for reform;
- Ask officers to develop proposals for reform which could, after feedback, be submitted to the Leadership Board, as well as medium-term options which would strengthen the integration of services into the two counties; and
- Note and endorse the proposal to develop working arrangements between Nexus, the NECA and Constituent Authorities, as appropriate, in relation to the discharge of transport functions.

1 Background

Nexus' role, duty and powers

- 1.1 Nexus is the trading name of the Tyne and Wear Passenger Transport Executive (PTE). Seven PTEs were established by the Transport Act 1968, covering West Midlands, Greater Manchester, Merseyside, South Yorkshire, West Yorkshire, Strathclyde, and Tyneside. The latter was amended to cover Tyne and Wear in 1974.
- 1.2 The 1968 Act specifies the powers of the PTE, which are fairly wide-ranging in terms of the ability to provide and procure passenger transport services, along with related activities that would facilitate the delivery of passenger transport. These powers have generally remained unaltered since 1968, with the significant exception of the removal of the power to run bus services following de-regulation under the Transport Act 1985.
- 1.3 The 1968 Act established that a PTE is a 'body corporate', meaning that it exists as a public sector body in its own right, with a series of powers and duties accorded to it by the Act. A number of those powers and duties relate to financial matters such as ensuring that sufficient funds are available to perform functions, borrowing powers, and keeping proper accounts. In addition, general legislation relating to the governance and conduct of public sector bodies applies to the activities of PTEs. This gives rise to Nexus having its own set of Financial Regulations, Standing Orders, Corporate Procurement Rules, and various other corporate policies, under the control of an Executive Board.
- 1.4 Further powers, duties and obligations have been accorded to Nexus through time. For example, the construction of the Metro system and its subsequent extensions required specific Acts of Parliament; as an operator of a railway Nexus is bound by the Railways and Other Guided Transport Systems (Safety) Regulations 2006 ('ROGS') which is a statutory regime for rail safety; and Nexus was designated a Travel Concessionary Authority by the Concessionary Bus Travel Act 2007, with a statutory duty to reimburse bus operators for concessionary travel.

Relationship between Nexus and the NECA

- 1.5 Each PTE is closely associated with the Local Transport Authority to which it relates. Locally this was originally the Passenger Transport Authority (PTA - which itself was extended to cover all of Tyne and Wear in 1974), and then the Integrated Transport Authority (ITA) from 2008. When the ITA was created by the Local Transport Act 2008, it assumed sole responsibility for the Local

Transport Plan for the Tyne and Wear area, including policies guiding Nexus' delivery and development of services.

- 1.6 Through the North East Combined Authority Order 2014 the ITA was abolished and its functions were passed to the NECA. Under the Order while Nexus remained as a separate 'body corporate by statute' it also became an Executive body and an officer of NECA, supplanting the previous statutory arrangements with the ITA.
- 1.7 The relationship between the general duties of the PTE and the Authority (i.e. the NECA) remains as defined by the 1968 Act. The Authority was given the duty 'so to exercise and perform the functions with respect to the general policy to be followed by the Executive'; and the PTE was given the duty 'so to exercise and perform their functions (...) with respect to the provision of passenger transport services'.
- 1.8 The 1968 Act gave the Authority the power to issue precepts to local councils in its area, although importantly this was later changed to being a power to issue a levy under section 74 of the Local Government Finance Act 1988. The purpose of the levy is so that the PTE can avoid there being a deficit in its revenue account, on the basis of its budget when approved by the Authority. This is the basis for Nexus' budget requiring approval by the NECA, and for the NECA providing a revenue grant to Nexus to help it avoid a deficit, after fare income and other forms of income (including central government grant funding) has been taken into account.
- 1.9 In general, levy funding for PTE's has tended to cover expenditure incurred on bus services in the main as well as capital financing costs. PTE finances changed dramatically in 2007 as a result of the introduction of free national bus travel for elderly and disabled people under the Concessionary Bus Travel Act. Bus operators were given a legal obligation to carry eligible pass-holders free of charge, and the PTE was given a statutory duty to reimburse bus operators for carrying pass-holders and this had the effect of requiring an increase in the levy of 33% between 2005/06 and 2006/07. However the funding for reimbursement is provided wholly to local councils (an additional specific top-grant to the ITA having been removed in 2011/12). Therefore the levy, among other things, is used as a mechanism for the passing of concessionary reimbursement funding from local councils in Tyne and Wear to Nexus, via the NECA, in order for Nexus to comply with its statutory duty to provide reimbursement to bus operators. The funding provided by central government has never been adequate to meet the costs of concessionary travel in this area, and has been cut by 39% since 2010.
- 1.10 In addition to the budget certain other aspects of the PTE's activities require specific approval from the NECA under the 1968 Act, for example: major

reorganisation of transport services; the development or extension of services requiring significant capital expenditure; changes to fares or charges for services; and the acquisition or disposal of land. It is proposed that where appropriate these will be the subject of specific delegations to the Managing Director (Transport Operations) in the role of Nexus' Director General.

- 1.11 Under the NECA Constitution in 2014 a separate sub-committee, namely the Transport North East (Tyne and Wear) Sub-Committee (TWSC), was specifically established in order to exercise a variety of delegated operational functions over assets and services, as set out in the Constitution, the oversight of which remain the joint responsibility of the Tyne and Wear Authorities. Nexus therefore reports on these operational matters to TWSC.
- 1.12 The role of Director General of Nexus has recently been absorbed within a new role of Managing Director (Transport Operations) for the NECA. This provides a direct link between the PTE and the NECA, given that the Managing Director (Transport Operations) is a direct employee of the NECA and is also accountable to it. This arrangement also supports NECA's commitment to greater integration of public transport services between Tyne & Wear, Durham and Northumberland over time.

The Nexus Executive Board and Management Committee

- 1.13 The 1968 Act defined that a PTE would consist of: 'a Director General appointed by the Authority; and not less than two nor more than eight other members so appointed by the Authority after consultation with the Director General (...).' The Act does not specify who can be a 'member', but elected members of councils and bus operators were specifically excluded by the Transport Act 1985. These 'members' of the PTE, when acting together, became known as the 'Executive Board', although that term is not specified in the Act.
- 1.14 At present the Nexus Executive Board consists of the recently appointed NECA Managing Director (Transport Operations) (in his role as Director General) and two other Executive Directors together with two Non-Executive Directors (both appointed by the Authority). A list of current Directors identifying their responsibilities is available in the attached **Appendix A**.
- 1.15 To supplement the Nexus Executive Board, Nexus has an Audit Committee that meets quarterly, chaired by one of the Non-Executive Directors, and whose membership includes external representation from its independent external auditors, Mazars LLP.
- 1.16 The Nexus Executive Board meets once in each accounting period (13 times each year), and considers corporate performance updates, periodic financial

updates, risk management strategies, and those matters reserved to it by Nexus' Standing Orders. Where appropriate it will consider reports before they are presented to the NECA for its approval, typically this would include the capital and revenue budget reports for the following financial year.

- 1.17 The ongoing business of Nexus is managed by its 'Management Committee', meeting every two weeks. The membership of the Management Committee is purely internal, and is made up of senior managers accountable for the various functions of the organisation. Management Committee's role is defined by Nexus' Standing Orders, and is generally to ensure that Standing Orders, Financial Regulations and other corporate policies are upheld, and to ensure that Nexus delivers and develops passenger transport services in line with the NECA's policies and Nexus' Corporate Business Plan.

2 Proposals

- 2.1 The arrangements described above have served the area well, and provided a firm basis for the delivery of services. There is however a strong case for change, to reflect:
- a clearer and strengthened basis of accountability to political leaders arising from the creation of the NECA , with TWSC effectively becoming the political "board" for Nexus oversight, on the basis of clear delegated powers from the Leadership Board; and
 - streamlined management of Nexus, to create a rationalised officer management structure, reporting into the lead Chief Executive for transport, and removing the non-executive roles on the Nexus' Executive Board, and with renewed delegated authority.

The opportunity for change

- 2.2 The creation of NECA and the new constitutional arrangements provides an opportunity to achieve greater alignment between the NECA's policies and Nexus' role as the body responsible for delivery of those policies in respect of passenger transport in Tyne and Wear under the leadership of NECA's Managing Director (Transport Operations).
- 2.3 The complex statutory structure giving rise to the PTE and its duties and powers has created an environment in which Nexus spends significant sums of public money on delivering transport services, for example through the Metro Concession or on Concessionary Travel reimbursement, but with only limited political visibility over how that expenditure delivers the NECA's policies.

- 2.4 Whereas in local government it is a requirement for officers to be authorised to act on behalf of an Authority through a clear and transparent set of officer Delegations , in the case of Passenger Transport Executives, such as Nexus, a different source of authority exists namely the Transport Act 1968 (as amended). The 1968 Act sets out the powers and duties of Passenger Transport Executives i.e. Nexus. This places an additional burden on Nexus to demonstrate transparently how its actions achieve the NECA's policies and deliver good value for money.
- 2.5 The creation of the NECA provides an opportunity to place Nexus within a clearer and more transparent framework of political governance and oversight, to strengthen the internal governance described in Appendix A.
- 2.6 Over the longer term, options will be explored for the integration of public transport services between Tyne & Wear, Durham and Northumberland. As part of this work, consideration will be given to the on-going relevance and flexibility of the 1968 Act, and how a review of governance arrangements can be undertaken and implemented most appropriately. Any such amendments to the NECA constitution would need to be implemented through the Secretary of State for Transport, potentially in the context of the "devolution deal" proposed by the NECA Leadership Board.

Nexus management structure

- 2.7 The Managing Director (Transport Operations) has recently carried out a review of the Nexus' internal management structures with the joint objective of better aligning the business to its key priorities, and achieving efficiency savings as required by the expected level of grant funding for the financial year 2015/16.
- 2.8 This has resulted in the permanent reduction in the number of Executive Director roles to three (including the Managing Director in his capacity as Director General). Nexus therefore remains compliant with the requirement of the 1968 Act.
- 2.9 In addition five 'Corporate Manager' roles have been created, populated by senior managers who together have the responsibility for directing and managing Nexus and being accountable to the NECA. It is intended that the Directors and Corporate Managers will together form a 'Corporate Management Team'.
- 2.10 This provides an opportunity for a single internal committee of officers governing Nexus' activities, replacing both the Executive Board described in paragraphs 1.13 to 1.16, and the Management Committee described in

paragraph 1.17. This is because the Corporate Management Team would meet the requirements of the 1968 Act by having the NECA Managing Director (Transport Operations) in the role of Nexus' Director General plus the organisation's Director of Finance and Resources and Director of Rail and Infrastructure sitting on it i.e. providing the two other 'members' as required by statute (para 1.13 refers). A consequence of this would be that Non-Executive Directors would no longer be appointed to Nexus.

Alignment with NECA

- 2.11 NECA has a responsibility to produce a "Local Transport Plan" (LTP) by April 2016. We propose that we take this opportunity to significantly reform the arrangements for transport planning, with a much clearer link to our wider economic plans, and a more visionary and people-focused approach. The new plan should be multi-modal, and cut across local council boundaries. The NECA Financial Regulations also require that Nexus develop a three-year forward plan, which should be aligned to LTP, and form a key element of its delivery.
- 2.12 At an officer level, it is proposed that the Managing Director (Transport Operations) will provide regular formal performance updates on behalf of Nexus to the Lead Chief Executive for Transport, along with proposals for the development of delivery policies to align to the NECA's objectives. A summary of this activity will be provided in turn to the Chief Executives' Group. Reports will also be provided to the NECA Statutory Officers covering financial and governance matters, including changes to the existing Standing Orders and Financial Regulations of Nexus, and matters relating to their discharge, at least annually to enable such changes to be reported to the Authority as appropriate.
- 2.13 Nexus will continue to provide a quarterly operational performance report to the Transport North East (Tyne and Wear) Sub-Committee (TWSC). In addition other reports and information will be submitted to the Sub-Committee to oversee and monitor Nexus' operational performance on behalf of the NECA. Some activities may require approval from TWSC, for which a series of working arrangements will be developed to align with TWSC's transport functions and delegations as set out in the Constitution (Part 3.3 refers).
- 2.14 As required by the Constitution, Nexus will continue to provide financial reports covering the management of its revenue and capital budgets as part of the quarterly monitoring reports provided to the Transport North East Committee (TNEC) by the Chief Financial Officer. This will also include consideration and approval of Nexus' annual revenue and capital budgets by the Leadership Board.

- 2.15 It is proposed that the NECA's Governance Committee will take an active role in examining and scrutinising Nexus' financial and risk management processes, and other assurance control processes in order to provide assurance to the NECA regarding Nexus' delivery of value for money. . It is proposed to explore the option that the NECA Governance Committee fully take on the functions of the Nexus audit committee, allowing full alignment of audit responsibilities for Nexus and the wider NECA role.
- 2.16 As a separate measure to improve local accountability to passengers and stakeholders, Nexus is working with councils in Tyne and Wear to establish 'user forums' where local performance will be discussed and reported, and views sought over areas for service improvement.

3 Next Steps

- 3.1 Members of TWSC and TNEC are being invited to consider the proposals contained in this report and provide feedback on matters where further consideration or more detail is required.
- 3.2 Working with the Lead Chief Executive for Transport and the NECA's Statutory Officers, the Managing Director (Transport Operations) will then develop these proposals further, having regard to the feedback provided where possible.
- 3.3 Final proposals will be submitted to the Leadership Board's annual meeting, incorporating any proposed changes to the Constitution including changes to any committee terms of reference that may be required.

4 Potential Impact on Objectives

- 4.1 The arrangements proposed are intended to create a better alignment between Nexus as a delivery body, and the NECA. This will assist with the effective achievement of the NECA's objectives.

5 Finance and Other Resources

- 5.1 There are no financial consequences arising directly from this report, although the Nexus management review that includes the permanent removal of an Executive Director post is intended to reflect the reduction in the grant from the NECA to Nexus for 2015/16.

6 Legal

- 6.1 The proposed revised working arrangements y comply with the Transport Act 1968 and subsequent Transport Acts and any amendments relevant to that legislation.

7 Other Considerations

7.1 Consultation/Community Engagement

Consultation and engagement will take place as required, should these proposals be further developed.

7.2 Human Rights

There are no consequences for Human Rights arising directly from this report.

7.3 Equalities and Diversity

There are no consequences for Equalities and Diversity arising directly from this report.

7.4 Risk Management

There are no consequences for Risk Management arising directly from this report.

7.5 Crime and Disorder

There are no consequences for Crime and Disorder arising directly from this report.

7.6 Environment and Sustainability

There are no consequences for Equality and Sustainability arising directly from this report.

8 Background Documents

9 Appendices

Appendix A: List of Nexus' current Directors (attached)

10 Contact Officers

Tobyn Hughes, Managing Director (Transport Operations)

tobyn.hughes@nexus.org.uk

Tel: 0191 2033246

12 Sign off

- Transport Lead Executive Officer ✓
- Monitoring Officer ✓
- Chief Finance Officer ✓

Appendix A

List of Nexus' current Directors, appointed by the NECA:

1. Executive Directors:

- Tobyn Hughes, NECA Managing Director (Transport Operations) & Nexus' Director General
- John Fenwick, Director of Finance and Resources, Nexus
- Raymond Johnstone, Director of Rail and Infrastructure, Nexus

2. Non-Executive Directors:

- Pat Ritchie
- Peter Wignall

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North East Combined Authority

Overview and Scrutiny Committee

DATE: 24th March 2015

SUBJECT: Developing a Devolution Prospectus for the North East

REPORT OF: Monitoring Officer

EXECUTIVE SUMMARY

The North East Combined Authority proposes to begin negotiations with government ministers, to secure a substantial devolution of power, funding and responsibilities, to meet the needs of our diverse communities, and deliver our strategic economic plan for more and better jobs. This report summarises outline proposals that could form the basis for discussions with government and other stakeholders.

RECOMMENDATIONS

It is recommended that the Scrutiny Committee considers the outline proposals and comments on these as the basis for the Combined Authority to engage with government ministers and other stakeholders, in securing greater devolution of funding, powers and responsibilities.

North East Combined Authority

Overview and Scrutiny Committee

1 Background Information

- 1.1 In establishing the North East Combined Authority a key driver underpinning the move to strengthened governance arrangements was to position the North East to take on significant devolved powers and resources from central government.
- 1.2 Following the Scottish referendum and the negotiation of the Greater Manchester deal, the Chancellor of the Exchequer issued a challenge to other city-regions to come forward with proposals, demonstrating strong leadership to boost their economy. The North East Combined Authority has developed initial proposals for devolution that will accelerate economic growth in the North East and these are attached at Appendix 1 to this report.

2 Proposals

- 2.1 It is recommended that the Scrutiny Committee comments on the outline proposals as the basis for the Combined Authority to engage with government ministers and other stakeholders, in securing greater devolution of funding, powers and responsibilities.

3 Next Steps

- 3.1 The Chair of the North East Combined Authority wrote to the Chancellor in December to request an urgent meeting with all of the North East leaders to discuss proposals for devolution to the area. The outline proposals as set out in Appendix 1 will form the basis of early discussions with Greg Clark MP, in preparation for negotiations with the Chancellor of the Exchequer.

4 Potential Impact on Objectives

- 4.1 The proposals outlined in this report sit within a broad debate on devolution and economic growth and have potential implications for delivering the North East Combined Authority's objectives and the shared agenda for growth in the future.

5 Finance and Other Resources

- 5.1 There are no financial implications arising directly from this report. The financial implications associated with any future devolution of powers will be assessed and reported to the Leadership Board as detailed negotiations with government are progressed.

6 Legal

- 6.1 There are no legal implications arising directly from this report. The legal implications associated with any future devolution of powers will be assessed

North East Combined Authority

Overview and Scrutiny Committee

and reported to the Leadership Board as detailed negotiations with government are progressed.

7 Other Considerations

7.1 Consultation/Community Engagement

The proposals outlined in Appendix 1 were developed in discussion with the members of the Leadership Board and Chief Executives of the Constituent Authorities.

7.2 Human Rights

There are no specific issues arising directly from this report.

7.3 Equalities and Diversity

There are no specific issues arising directly from this report.

7.4 Risk Management

The risks associated with devolved powers and funding streams will be assessed and reported to the Leadership Board as detailed negotiations with government are progressed.

7.5 Crime and Disorder

There are no specific issues arising directly from this report.

7.6 Environment and Sustainability

There are no specific issues arising directly from this report.

8 Background Documents

None

9 Links to the Local Transport Plans

This report will support delivery of each of the Combined Authority themes and “More and Better Jobs”, A Strategic Economic Plan for the North East.

10 Appendices

Appendix 1 – Developing a Devolution Prospectus for the North East Combined Authority

North East Combined Authority

Overview and Scrutiny Committee

11 Contact Officers

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

12 Sign off

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

DEVELOPING A DEVOLUTION PROSPECTUS FOR THE NORTH EAST

The **North East Combined Authority** proposes to begin negotiations with government ministers, to secure a substantial devolution of power, funding and responsibilities, to meet the needs of our diverse communities, and deliver our strategic economic plan for more and better jobs. We welcome the early opportunity to discuss this with Greg Clark MP, in preparation for negotiations with the Chancellor of the Exchequer.

We will continue to strengthen our collaborative governance arrangements, building on our creation of one of the UK's first Combined Authorities, working alongside business leaders, universities and colleges and other partners. We will explore new opportunities to engage the citizens of the North East in decisions that affect their jobs and future prosperity. In doing so, we respect the principle of subsidiarity: that decisions should be taken as close as possible to the people most affected, with key responsibilities at the community and local level.

Our agreement with government should deliver the following:

- A **North East Investment Fund**, bringing together devolved capital funding for economic development, transport and regeneration; supporting a project pipeline developed according to high standards of investment appraisal and accountability. The Fund could be financed by a government guarantee to a minimum commitment of funding from the Local Growth Fund, with leverage from the private sector and local sources.
- Enhanced responsibilities for the delivery of around £500 million of **European Funding**, through arrangements devolved to the Combined Authority as a formal Intermediary Body for European funding.
- A government guarantee to deliver on the commitments made under the existing **City Deals**, including to the International Advanced Manufacturing Park and International Conference and Exhibition Centre.
- A **Housing Investment Fund** to deliver on the ambitious plans set out by each of the seven authorities, including funds and guaranteed loans devolved from the Homes and Communities Agency (HCA). Assets owned by the HCA in the North East should also be fully devolved.
- Investment plans for investment in our **major transport infrastructure**, for both passengers and freight. For rail, this requires investment in capacity for the Leeds-Newcastle east coast corridor, through reinstatement of the Leamside Line, and investment in the Durham Coast line, with service improvements to the Tyne Valley line, and the opening of the Ashington, Blyth and Tyne line to passenger services. On the roads, we propose investment on critical north-south and east-west links within and beyond the region; including improvements to the A1 to motorway standard, to the A19, and to the A69 and A690.
- The creation of **Transport North East**, as an integrated public transport system for the North East; delivering our Quality Contract Scheme for buses, overseeing improvements to northern rail services, securing devolved funding for improvements and extensions to the Metro.

- **International Connectivity** secured through investment in connections to Newcastle International Airport, including measures to protect against unfair competition from reduced air taxation in Scotland; marketing in North America to exploit the opportunity of our new service to New York; and investment in the Newcastle International Airport Business Park. We propose an expansion of the role of our successful ports, and to re-invest profits locally in the growth of the ports and marine engineering sector.
- A fully devolved **Work Programme** (or its successor), allowing joined-up employability support to be delivered more effectively, particularly to clients with the highest needs. We will provide greater support to address physical and mental health barriers to work, building on the success of the “troubled families” programme in the region, and over time developing joint accountability for the work of Jobcentre Plus.
- **Devolution of skills funding**, through joint accountability for the Skills Funding Agency shared between national government and the North East; to deliver enhanced apprenticeships and to meet skill gaps in our growing sectors.
- **New powers to help North East business to grow**; with devolved business support budgets, delivered through a coordinated North East Business Growth Hub; joint accountability for UKTI activity in the region; devolved funding from re-investment of the region’s Access To Finance programme; and new powers and funding to support our **vibrant culture and visitor economy**.
- Development over time of an **integrated approach to public service delivery**, supported by the integrated management of all public assets in the region, and a framework to support health and social care integration at local level.

We believe these proposals amount to a coherent and compelling prospectus, and look forward to entering into negotiations with government in a spirit of collaboration and partnership.

North East Combined Authority

Overview and Scrutiny Committee

DATE: 24th MARCH 2015

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 review the annual work programme.

RECOMMENDATIONS

It is recommended that the Scrutiny Committee considers the Forward Plan and the development of the Committee's Work Programme.

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 Plan is updated on a fortnightly basis.
- 1.2 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.
- 1.3 Details of each decision are usually included on the Forward Plan 28 days before the report is considered and any decision is taken.

2. Proposals

- 2.1 It is recommended that the Scrutiny Committee:
 - (a) considers items in the current Forward Plan for review by scrutiny,
 - (b) notes the items to be carried forward into next year's work programme
 - (c) endorses the outline proposal for a policy review topic for the year ahead
 - (d) agrees in principle to hold a development session to be designed for scrutiny members by the CfPS

3. Role of Overview and Scrutiny in relation to the Forward Plan

- 3.1 Reviewing and scrutinising decisions made is one of the main functions of overview and scrutiny. One of the ways that this can be achieved is by considering the forthcoming decisions of the NELB, the TNEC, the TWSC and the decisions of the County Council of Durham and Northumberland County Council.
- 3.2 In considering the Forward Plan, Members are asked to consider those issues where the Scrutiny Committee could make a contribution which would add value.
- 3.3 The most recent version of the Forward Plan is included with this report as Appendix 1.

4. Work Programme

- 4.1 The Scrutiny Committee's Annual Work Programme, as previously agreed and updated by Committee, is attached as Appendix 2. A new work programme will be developed for the start of the new municipal year, 2015/16.
- 4.2 Items to be carried over from this year's work programme are:

North East Combined Authority

Overview and Scrutiny Committee

- 6-monthly updates on the 3 priority themes
 - Good practice examples of sub-regional scrutiny and accountability models, including links to Manchester CA as the most developed of the CA
 - Budget and policy framework: Strategic Economic Plan, Growth Plan , Local Transport Plan
 - Developing relationships with partners and delivery organisations
 - Forward Plan items
 - Proposal for policy review
- 4.3 Members of the Scrutiny Committee to be established in the new municipal year will be consulted on new items to be added to the work programme, in addition to the items listed above to be carried forward.

5. Policy Review

- 5.1 The work programme contains a number of items which would be appropriate to consider as a policy review topic. From the list of possible topics the proposal for a policy review topic for 2015/15 is listed below:

Transport Related Barriers to Education, Employment and Training

It was felt this topic would contribute to the North East Transport Plan (estimated completion date April 2016). The Plan will specifically be delivering 'More and Better Jobs'. A review would focus on how barriers could be removed to deliver better employment opportunities.

Issues include:

- Availability of public transport
- Issues faced by shift workers
- Affordability
- Awareness of public transport options

The review could include an assessment of current activity and projects. The recommended timescale would be to begin the review in June 2015 with an estimated completion date of the end of 2015

6. Training & Development

- 6.1 At the start of the year, the Scrutiny Committee agreed to look at best practice of scrutiny arrangements at other combined authorities (in particular Manchester) and to explore the possibilities for member visits to other authorities or invite representatives of other combined authorities to visit and share their experiences, as part of the workshops.
- 6.2 It was agreed that this exploration of best practice could include a review of how things are going so far in the North East in terms of achieving goals and delivering strategic objectives.

North East Combined Authority

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- 6.3 In the context of this ongoing assessment of successful models of working practice, it is proposed that the Centre for Public Scrutiny (CfPS) be invited to prepare a development session for scrutiny members – ‘Scrutiny in a Combined Authority’ - approaches to sub-regional scrutiny including capturing learning and lessons learned from Manchester. This could take place in early June (prior to the first meeting of the year).

7. Potential Impact on Objectives

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.

8. Finance and Other Resources

No financial or other resource implications are identified at this stage. The financial impact of any proposals or recommendations should be taken into account and any significant implications should be reflected in any considerations and comments made by the Scrutiny Committee.

9. Legal

There are no specific legal implications arising from these recommendations.

10. Other Considerations

Consultation/Community Engagement

Not applicable

Human Rights

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

Equalities and Diversity

Not applicable

Risk Management

Not applicable

Crime and Disorder

Not applicable

Environment and Sustainability

North East Combined Authority

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Not applicable

11. Background Documents

None

12. Links to the Local Transport Plans

If the Scrutiny Committee pursues a transport related policy review, this will inform the local transport plan.

13. Appendices

None

14. Contact Officers

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 3 March 2015 *

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 day 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”.**

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
A. North East Leadership Board (NELB)							
A 1.	21 April 2015 and all subsequen t ordinary meetings	NELB	Update reports from Thematic Leads: <ul style="list-style-type: none"> • Economic Development and Regeneration; • Employability and Inclusion; and • Transport 	All			Employability and Inclusion: Janice Rose Economic and Inclusion Policy Manager Northumberland County Council janice.rose@northumberla nd.gov.uk 01670 624747 Transport: Mark Wilson Regional Transport Principal Advisor mark.wilson@newcastle.g ov.uk 0191 211 5679 Economic Development and Regeneration: Lee Cranston

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
							Head of Strategy and Policy for Economy and Place ee.cranston@sunderland.gov.uk 091 5611161
A 2.	16 June 2015	NELB	Membership of the Combined Authority and its committees.	Corporate issue	The consultation process will involve all constituent local authorities and the North East Local Enterprise Partnership	Constitution.	Vivienne Geary Monitoring Officer viv.geary@northtyneside.gov.uk
A 3.	September 2015 - date to be confirmed	NELB	Annual Report and Accounts	Corporate issue	The draft accounts will be subject to a period of public inspection and also subject to	Annual Report and Accounts 2014/15 Report of the External Auditor on	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
					review by the External Auditors.	the Statement of Accounts 2014/15	
A 4.	September /October 2015 - date to be confirmed	NELB	Draft Budget 2016/17 and Transport Levies.	Corporate issue	The budget for 2016/17 will be subject to consultation in advance of the formal agreement in winter 2016.		Paul Woods Chief Finance Officer paul.woods@northtyneside.gov.uk 07446936840
A 5.	Winter 2016	NELB	Budget 2016/17 and Transport Levies	Corporate issue	The budget for 2016/17 will be subject to consultation.	Reports to NELB and other committees of the Combined Authority.	Paul Woods Chief Finance Officer paul.woods@northtyneside.gov.uk 07446936840
B. Transport North East Committee (TNEC)							
B 1.	Annually	TNEC	Discharge of Transport Functions by Durham County	Transport	The report refers to the discharge of	The North East Combined	Adrian J White Head of Transport and Contract Services

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>Council.</p> <p>The report provides an update on the discharge of delegated functions at Durham County Council.</p>		<p>delegated functions by officers in Durham County Council in consultation with the relevant cabinet portfolio holder and its contents have already been noted by the Cabinet of Durham County Council.</p>	<p>Authority Constitution The North East Combined Authority Deed of Operation dated the 29th April 2014.</p>	<p>Durham County Council adrian.white@durham.gov.uk Tel: 03000 267455</p>
B 2.	Annually	TNEC	<p>Northumberland County Council – Public Transport Activity Report on Delegated Functions 2014</p>	Transport			<p>Stuart McNaughton Principal Transport Policy Officer Northumberland County Council stuart.mcnaughton@northumberland.gov.uk</p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			The report provides an update on the discharge of delegated functions at Northumberland County Council.				01670 624 104
B 3. NEW	April 2015	TNEC	Transport for the North – background to the proposals for improvements to the transport network in Northern England Report for information	Transport			Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk 0191 211 5679
B 4. NEW	April 2015	TNEC	Transport plan for the north east – outlining proposals for the development of the plan Report for information	Transport			Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk 0191 211 5679

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
B 5. Updated	April 2015	TNEC	Go Ultra Low city scheme – background to the scheme and regional bids Report for information	Transport			Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk 0191 211 5679
B 6. NEW	April 2015	TNEC	Rail update – outlining latest developments affecting local and national rail service provision in the NECA area Report for information	Transport			Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk 0191 211 5679
B 7. Updated	April 2015 and then Quarterly	TNEC	Capital Programme 2014/15 – Quarter 3 Monitoring Report This report provides the Transport North East Committee	Corporate issue	Consultation on 2014/15 capital programme with Treasurers	NECA Budget and Capital Programme 2014/15	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			with a progress update in relation to delivery of the transport related capital programme for 2014/15. This is a requirement of the NECA constitution and is a function delegated to TNEC.		and Chief Executives, and capital programme agreed by Leaders in April 2014.		
B 8. Updated	April 2015 and then quarterly	TNEC	Revenue Budget 2014/15 – Quarter 3 Monitoring Report This report provides the Transport North East Committee with a progress update in relation to how the transport related budgets for the delivery agencies for 2014/15 are being managed. This is a	Corporate issue	Consultation on 2014/15 budget with Treasurers and Chief Executives, and budget agreed by Leaders in April 2014.	NECA Budget and Capital Programme 2014/15	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			requirement of the NECA constitution and is a function delegated to TNEC.				
B 9. Updated	July 2015	TNEC	Membership of TNEC	Corporate issue/ Transport	All constituent authorities will be consulted.	Constitution	Vivienne Geary Monitoring Officer viv.geary@northtyneside.gov.uk
B 10.	Autumn 2015/ winter 2016	TNEC	Draft budget 2016/17 and transport levies	Corporate issue/ Transport			Paul Woods Chief Finance Officer paul.woods@northtyneside.gov.uk 07446936840
C. Transport North East (Tyne and Wear) Sub-Committee (TWSC)							
C 1. Updated	April 2015 and then quarterly	TWSC	Monitoring Nexus' Performance The purpose of this report is to advise TWSC of Nexus corporate	Transport	The report has been prepared through Nexus corporate performance reporting arrangements.	N/A	Tobyn Hughes, Managing Director (Transport Operations), tobyn.hughes@nexus.org.uk 0191 203 3246

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			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 NELB.				
C 2. Updated	April 2015 and then quarterly	TWSC	Tyne Tunnel Update - Confidential The report will provide an update for Members on the operation and management of the Tyne Tunnel The report will be exempt from the publication by virtue of paragraphs	Transport			Michael Murphy Engineer to the Tyne 0191 211 5950 michael.murphy@newcastle.gov.uk

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			3 and 5 of Part 1 of Schedule 12A of The Local Government Act 1972				
C 3. Updated	Quarterly	TWSC	Metro Performance Update It is recommended that the Committee note the report and measures in place to improve Metro performance.	Transport			Tobyn Hughes Managing Director (Transport Operations) 0191 203 3246 tobyn.hughes@nexus.org. uk
C 4. Updated	July 2015	TWSC	Membership of TWSC	Corporate issue/ Transport	All constituent authorities will be consulted.	Constitution	Vivienne Geary Monitoring Officer viv.geary@northtyneside.gov.uk
D. Governance Committee							
D 1.	July 2015 and every	Governance Committee	Internal Audit Progress Report	Corporate Issue	Head of Paid Service,	Internal Audit Plan, Final	Philip Slater Audit, Risk and Insurance

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
	meeting		The report provides an update on the outcomes from internal audit activity and progress against the delivery of the internal audit plan.		Monitoring Officer and Chief Finance Officer	Internal Audit Plan	Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk
D 2.	July 2015 – date to be confirmed	Governance Committee	Risk Management The purpose of this report is to provide an update on the development of a strategic risk and opportunity register for the Combined Authority.	Corporate issue	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Risk Management Strategy	Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk
D 3.	December 2015 – date to be confirmed	Governance Committee	Budget Update 2015/16 A report for on proposals for the	Corporate issue	The budget would be subject to a period of		Eleanor Goodman Senior Accountant 0191 277 7518 eleanor.goodman@newca

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			2016/7 budget.		detailed consultation		stle.gov.uk
D 4.	July 2015 – date to be confirmed	Governance Committee	Internal Audit Plan for 2015/16	Corporate issue			Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk
D 5.	July 2015 – date to be confirmed	Governance Committee	Review of the Draft Annual Accounts/ outturn position	Corporate issue			Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518
D 6.	July 2015 – date to be confirmed	Governance Committee	Draft Annual Governance Statement	Corporate issue			Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk
D 7.	July 2015 – dates to	Governance Committee	Internal Audit Progress Report	Corporate issue			Philip Slater Audit, Risk and Insurance

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	be confirmed						Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk
D 8.	September 2015 – date to be confirmed	Governance Committee	Annual Report and Accounts	Corporate issue			Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518
D 9.	September 2015 – date to be confirmed	Governance Committee	External Auditor's Report	Corporate issue			Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk
D 10.	September 2015 and December 2015 – dates to be	Governance Committee	Internal Audit Progress Report	Corporate issue			Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
	confirmed						ov.uk
D 11.	December 2015 – date to be confirmed	Governance Committee	Annual Audit Letter	Corporate issue			Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council 0191 211 6511 Philip.slater@newcastle.gov.uk
D 12.	December 2015 – date to be confirmed	Governance Committee	Draft budget 2016/17 and Transport Levies	Corporate issue	This report will form part of the consultation process		Paul Woods Chief Finance Officer Paul.Woods@northtyne.gov.uk 07446936840
D 13.	February 2016	Governance Committee	Accounting Policies Update 2014/15 The report will set out the draft accounting policies to be used in the preparation of the 2015/16 accounts,	Corporate issue		Code of Practice on Local Authority Accounting 2014/15	Eleanor Goodman Senior Accountant 0191 277 7518 eleanor.goodman@newcastle.gov.uk

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			with an explanation of any changes which may have been introduced, and an update on changes to the Code of Practice on Local Authority Accounting. Governance Committee will be asked to approve the policies.				

Work Programme 2014/15

Date	Items	Lead Officer	Informal Briefings (lead members to be invited on thematic briefings)
9 th September (Gateshead)	Developing the work programme	KB	Employability & Skills – Janice Rose, Northumberland CC
	Substitute Members	Viv Geary	How Scrutiny fits into the NECA
15 th October (Sunderland)	Budget Report – process and timetable	Paul Woods	Economic Development & Regeneration – Vince Taylor, Sunderland & Lead Member Cllr Paul Watson
	Review - Best Practice / Setting up the CA – Overview of Sub-Regional decision making and scrutiny	KB	
	Forward Plan & Work Programme	KB	
9 th December (Newcastle)	NECA Budget for 2015/16 – final proposals	Paul Woods	Transport – John Bourn
	Forward Plan & Work Programme	KB	
10 th February (Northumberland)	Employability, Inclusion & Skills – progress	Cllr Davey	
	NE European Structural & Investment Funds	Sarah McMillan	
	Forward Plan & Work Programme	KB	
24 th March Newcastle	NELEP	Helen Golightly	
	Nexus Performance	Tobyn Hughes	
	Devolution – consultation on initial proposals		
	Forward Plan & Work Programme	KB	

In addition to the schedule items, the following items will be included in the work programme.	
6 monthly updates on each of the 3 themes Transport / ED / Employment	
Development of a Transport Plan	
Integrated Transport	Existing initiatives; including how other countries have solved this problem; encourage more people to make more journeys by other means than by car; promote sustainable travel for everyone.
Transport related barriers to employment	Issues relating to employment and transport and students travelling across boundaries to all colleges and universities to ensure the enabling of full opportunities for future employment.
Rationalisation of ticketing	
Taxi harmonisation	Consideration of opportunities for rationalisation of regulatory controls over the NECA area and new developments relating to the legal framework for taxis and private hire vehicles.
Potholes	Making our roads better - how to address long-lasting pothole repairs with a coordinated approach.
Growth Plan (including the Strategic Economic Plan and investment strategy)	

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