

North East Combined Authority, Overview and Scrutiny Committee

Tuesday 21 July 2015 at 2.00pm

Meeting to be held in Sunderland Civic Centre, Burdon Road, Sunderland, Tyne and Wear, SR2 7SN

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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 22 June 2015	1 - 8
4. Policy Review evidence on LSTF projects	9 - 28
5. Devolution proposals	29 - 42
6. Financial Monitoring Update - Outturn 2014/15	43 - 52
7. Forward Plan and Work Programme	53 - 88
8. Date and time of next meeting	
2:00pm on 8 September 2015 – Gateshead	

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To All Members

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North East Combined Authority, Overview and Scrutiny Committee

22 June 2015

(2.00 - 4.00pm)

Meeting held Durham County Council, County Hall, Durham, DH1 5UZ

Present:

Councillor: Wright (Chair)

Councillors: Armstrong, Crute, Eagle, Flux, Glindon, Graham, Lower, Maxwell, Meling, Pearson, Pidcock, Snowdon and Wright

49 APPOINTMENT CHAIR/VICE-CHAIR

Submitted: Report of the Monitoring Officer to invite the Committee to appoint its Chair and Vice-Chair for the Municipal Year 2015/16 (previously circulated and copy attached to the official minutes).

The Monitoring Officer introduced the report. The appointment of Chair and Vice Chair of the Committee complied with the requirements under the Constitution of the North East Combined Authority which required the Authority to have an Overview and Scrutiny Committee.

At its meeting on 29 April 2014 the Leadership Board agreed that the appointment of Chair and Vice-Chair should be delegated to the Scrutiny Committee.

Nominations were received and duly seconded for the appointment of Councillors Wright as Chair, and Councillor Eagle as Vice Chair.

RESOLVED – That Councillors Wright and Eagle be appointed Chair and Vice Chair respectively for the 2015/16 Municipal Year.

(Councillor Wright in the Chair).

50 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Dillon.

51 DECLARATIONS OF INTEREST

None.

52 MINUTES OF PREVIOUS MEETING HELD ON 24 MARCH 2015

The minutes of the previous meeting were agreed as a correct record and signed by the Chair.

53 **LEP ANNUAL REPORT**

Submitted: Delivering More and Better Jobs – The North East Local Enterprise Partnership Review, March 2014 to March 2015” (previously circulated and copy attached to the official minutes).

Bob Paton, Interim Chief Executive of the North East Local Enterprise Partnership (NELEP), introduced himself and provided information on his background. He went on to advise that the purpose of the review was to update the Committee on key activities and achievements of the Local Enterprise Partnership (LEP) in 2014/15. The LEP was now delivering against the key themes of the North East Strategic Economic Plan (SEP) to create more and better jobs, for and within the North East.

Members’ comments and questions

- Members were encouraged to hear about the strong focus on skills and employability and the passion of the LEP leadership. Creating work experience opportunities, apprenticeship and jobs for the young people of the North East was critical to the success of the region.
- There appeared to be some reticence by employers to visit schools and FE colleges. Assurance was needed that they would identify skills gaps and visit young people to talk about potential jobs.

Bob Paton said that the key was to start early with young people – before GCSE options. The NELEP had been approached by the Gatsby Foundation which was looking at how best to give careers advice; the Foundation was looking for a LEP area to pilot a project and it was possible this could happen in the North East.

- More consideration was needed regarding ‘who’ gave careers advice. Teachers were not the best placed to deliver this type of service.
- The region had to get young people out into industry to enable them to gain real experience as well as creating a culture of innovation to create jobs and keep people in the North East.
- Apprenticeships had to be developed which offered young people a really good route to future careers.
- The issue of the gender gap in engineering was raised and how the sector could be made more attractive to women.
- Role models were crucial for young men and women. The LEP should look at work experience examples from Sheffield University Gateway; recent local STEM work could also be shared.

Bob Paton asked that members send him details and ideas of current work/projects and ideas for moving the agenda forward.

- The end of government subsidies for the offshore wind industry in 2016 would necessitate close working with the industry and the government going forward.
- The possibility of a regional bank, to provide capital and retain ideas in the region, was raised.
- A member stated that a referendum on membership of the EU would be of pivotal importance in the region. Organisations, such as the LEP, had to get the message across that funding opportunities would help the region achieve its vision.
- The current government and the LEP Annual Report both placed emphasis on city regions and begged the question, “where does Northumberland fit in?”

Bob Paton stressed that a key theme was inclusivity - improving opportunities for everyone and not leaving any area behind.

- Aspiration was of vital importance; young people with the right attitude and the desire to be successful had to be given every opportunity to make a success of themselves.
- A member informed the group that one local FE college had been unable to secure funding for hair/beauty and forklift truck courses.

Bob Paton stated that FE colleges were the core to the success of the NE; he was visiting all of them to discuss issues and find out what help could be provided to deal with problems.

The LEP had developed a website which would provide a route to business support/access to finance and this was currently being tested.

Bob Paton commented that the region had to match up supply and demand and also match the local economy with education. Opportunities and experiences gained from work based placements should not be underestimated and many more work experience opportunities were needed. Advising employers on how to engage with schools and FE colleges was a vital link but it had to be made easier. Lessons could also be learnt from Germany and Austria where a strong emphasis was placed on vocational training.

The North East had to link its economy to education, build on peoples shared pride about where they came from and work together. For the North East to be a success, everywhere in the region had to be successful.

Regarding the relationship between the LEP and the NECA Leaders Board, Bob Paton stated that from his experience (of one meeting so far) the meeting was very good. It was noted that the local authority leaders and elected mayor were all members of the NELEP Board. All board members expressed forthright views but at the same time demonstrated a commitment to the region.

The LEP would get back to the Overview and Scrutiny Committee with information on:-

- 1) The timeframe for delivering up to 5000 jobs (see page 3 of Annual Review).
- 2) The Annual Review document stated, "...we are rapidly closing the gap and realising the North East's potential". Answers to questions about how 'rapidly' and the evidence used to support this, would be provided.
- 3) The number of people on zero hours contracts in the region.
- 4) More information on the data provided on page 23 of the Annual Review - figures from the Industrial Communities Alliance did not correlate with this information.

The Chair thanked the LEP Interim Chief Executive for sharing his passion for future of the region with the Committee and he repeated his invitation that members should forward any further ideas to him.

54 **LEP OVERVIEW OF FUNDING**

Subject: Report of the Chief Finance Officer to provide members with an opportunity to consider the funding and activity of the North East Local Enterprise Partnership (previously circulated and copy attached to the official minutes).

The report advised that from 2014 NECA took on the financial accountability role for the Central Government money that the NELEP was responsible for (e.g. Local Growth Fund and Regional Development Grant).

The 2014/2015 financial year provided the continuation of North East Investment Fund activity, confirmation of the North East Growth Deal and significant work in preparation for the delivery of the North East's Strategic Economic Plan (SEP) commencing in 2015/2016. Each area of activity was detailed in the report including information on:-

- NELEP Core Activity
- ERDF Policy and Strategy Co-ordination and Skills Advice
- Regional Improvement and Efficiency Partnership (REIP)
- North East Investment Fund (NEIF) – programme Delivery Budget
- NELEP Revenue Balances
- North East Enterprise Zone Business Rates growth

The Chief Finance Officer stated that NECA would be seeking significant amounts of funding to support the devolution process and that a considerable amount of work would be necessary to take this forward.

Members' comments and questions

- It was agreed that more details on actual programmes being delivered, and how much was being spent on them, would be provided in the future.
- In response to a question about vacant posts within the LEP, committee was advised that the new Interim Chief Executive was now in place, the team

might increase in to the 20s and it was anticipated project managers would be employed.

- An appraisal tool had been developed which would demonstrate the effectiveness of investment going forward and where expected outcomes were exceeded. This would be retested against projects to ensure that there were delivering as expected.
- Following a question about repayments to the NEIF, the Chief Finance Officer advised that the repayments were generally on schedule. A Red, Amber, Green (RAG) assessment of loans was used for monitoring purposes.

In response to comments about enterprise zones, the Chief Finance Officer confirmed that the amount of capital allowances or discount available was fixed for a 25 year period. Manchester had had the opportunity to retain 100% of business rate growth but only for a limited period of time. The government had given all local authorities the ability to retain 50% of growth in business and retaining this was very important for local authorities.

The Chair invited Adam Wilkinson, the Interim Head of Paid Service for the NECA, to say a few words. Adam Wilkinson introduced himself and advised that he and Bob Paton would be working very closely to knit both of the roles together to form one post.

The Combined Authority provided great opportunities for economies of scale and the key focus would be the delivery of the SEP. There was also lots more work required on the devolution agenda going forward. Over the coming weeks Adam Wilkinson would be looking at key partners and relationships and reviewing where the Combined Authority (CA) was in relation to the LEP; this would include where the resources were, gap analysis and plans for a new combined LEP and CA.

Adam Wilkinson confirmed that he would come back to a future meeting of the Overview and Scrutiny Committee with actions for taking NECA forward.

55 **TRANSPORT RELATED BARRIERS TO EDUCATION, EMPLOYMENT AND TRAINING - PROPOSAL FOR REVIEW**

Submitted: Report of Senior Specialist Transport Planner detailing a proposal for policy development on the issue of transport related barriers to education, employment and training (previously circulated and copy attached to the official minutes).

This proposal would contribute to the Transport Plan for the North East (due to be completed in mid-2016) and focus on how transport-related barriers could be addressed to deliver better employment opportunities. If Overview and Scrutiny decided to include this in its work programme, the Committee could provide a valuable contribution and help to tease out answers to some of the questions in the report.

Members' comments and questions

- Members felt strongly that the Committee should take this forward; it was important for everyone regardless of where they lived in the region; isolation was also a problem in some communities.
- This was a large piece of work but it was vital that different solutions were found for different areas as appropriate.
- Equality of funding provision would have to be looked at.
- The issue of traveling into conurbations from rural areas needed to be reconsidered.
- There was anecdotal evidence to suggest that transport links prevented young people getting work because of poor connectivity.
 - Potential staff of the new hospital in Cramlington were used as an example; people reliant on public transport had been denied work and therefore discriminated against.
- There had been a lot of demand for the 'scooters to work' scheme, particularly from shift workers, which illustrated that working patterns had changed quite radically over time. A new system of transport provision had to be developed to meet these new needs.
- Traveling within the region was problematic but getting to and from the North East was also an issue.
- An integrated transport plan for the entire region was necessary but so was smart ticketing; the transport plan must start from the needs of residents. The Quality Contracts Scheme was trying to introduce a co-ordinated approach to transport and ticketing – the QCS Board had indicated that it intended to make its recommendations by the end of October 2015.
- Nexus were offering free travel for seven days for volunteers to take part in a smart ticketing trial.
- People needed guidance about how to access public transport information from the plethora of providers. It had to be made easier for people to work their way through this 'maze'.

RESOLVED – That Overview and Scrutiny Committee agreed to include the proposal for a review as part of the work programme for 2015/16 and the Terms of Reference for the review.

56 FORWARD PLAN AND WORK PROGRAMME

Report of the Monitoring Officer to consider the items on the Forward Plan for the current 28 day period and to endorse the Annual Work Programme for 2015/16 (previously circulated and copy attached to the official minutes).

The Scrutiny Officer said that evidence from the Overview and Scrutiny Committee would be fed into the review of Transport Related Barriers to Education, Employment and Training. Devolution would also be a key area of work going forward.

The Scrutiny Officer advised that the Chair of the scrutiny committee had recently participated in a discussion panel hosted by the Centre for Public Scrutiny (CfPS), which debated the role of overview and scrutiny in devolved decision-making. The CfPS would be facilitating a member development session on 13th July. Details of the session would be circulated in the near future.

The Monitoring Officer reminded committee members that Overview and Scrutiny had no powers of call-in in relation to the Leadership Board or any other NECA committees. The role was to review policy direction with delegated powers regarding the transport function in the two county areas. The Scrutiny Officer agreed to resend the Terms of reference to all committee members.

The following topics for consideration by the committee had been submitted by members:-

- (a) Looking at the opportunities for sharing the delivery of services between authorities eg. reviewing the progress currently being made with the sharing of services across the seven authorities within the NECA three key priority areas.
- (b) Apprenticeship provision across the Combined Authority area.
- (c) Strategic Planning – partnership and collaboration in joining up local development planning frameworks to support devolved decision making.

Thematic leads would continue to be invited to future meetings of the committee over the coming months as they rotated around the region.

The Chief Finance Officer advised that it was likely the draft budget would not go to the Leadership Board until November this year.

RESOLVED – That the Overview and Scrutiny Committee agreed the Forward Plan in relation to the development of the Committee's Work Programme and endorsed the draft Work Programme for 2015/16, including:-

- sharing the delivery of services;
- apprenticeship provision;
- strategic planning; and
- transport related barriers to education, employment and training (as above).

57 DATES AND TIME OF NEXT MEETING

2:00pm Tuesday 21 July 2015 – Sunderland

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North East Combined Authority

Overview and Scrutiny Committee

DATE: 21st July 2015

SUBJECT: Transport Related Barriers to Education, Employment and Training – Local Sustainable Transport Fund delivery across the NECA area

REPORT OF: Monitoring Officer

EXECUTIVE SUMMARY

The purpose of this report is to consider evidence for the policy review of transport related barriers to education, employment and training. This review will contribute to the North East Transport Plan (estimated completion date April 2016). The Plan will specifically be delivering 'More and Better Jobs'. This evidence relates to projects funded through the Local Sustainable Transport Fund and covers the whole of the NECA area.

RECOMMENDATIONS

The Scrutiny Committee is asked to receive this evidence to contribute towards the policy review.

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1. Background Information

- 1.1 The Local Sustainable Transport Fund (the 'Fund') was launched in 2010 with two objectives: to grow the economy, and to cut our carbon emissions.
- 1.2 Since 2010, the national programme has delivered over 17,000 new cycle parking spaces, more than 1,100km of routes for cycling and walking built or improved, and over 36,000 job seekers received free tickets or travel advice to help them access jobs, interviews or training.

2. Activities

- 2.1 The Fund has resulted in a wide range of activities. Each project has a unique package of initiatives that are designed to address local needs and are timed and targeted to complement each other. Although activities are very diverse, they fall into broad categories including:
 - Making public transport quicker, cheaper and more reliable
 - Making cycling easier and more appealing
 - Making people aware of all their transport options
 - Encouraging people to try new modes through promotions and events

Improving Access to Employment

- 2.2 Many projects are putting an emphasis on supporting the economy by providing better sustainable transport links to workplaces. There are three types of intervention, although in practice these overlap in a number of projects.
 - Activities aimed at helping job seekers overcome transport obstacles that prevent them gaining employment. During 2013/14 40 projects nationally have been working in partnership with Job Centre Plus, typically with additional partnerships extending to service providers and community-based organisations working with young people and job seekers. In some cases the packages of travel support are comprehensive, including personally tailored travel plans, travel training, cheap or free public transport passes, provision of bicycles, electric bicycles and mopeds, or provision of vehicles where other options are unavailable.
 - Provision of bus services to provide access to employment sites. Employment sites that have been developed away from the centres of towns and major public transport interchanges can be hard to reach by sustainable transport, and for many employees are not feasible to commute to by walking or cycling. Interventions range from kick-starting express services with the aim of creating commercially viable commuter services, through to provision of subsidy, usually matched by firms or training providers, for low-use routes where services run to reach specific firms and sites at unsociable hours to match shift patterns.

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- Joint work with employers and their existing staff to improve and promote options for commuting to their sites by sustainable travel. 4,499 employers are being supported by the Fund in this way. The focus is typically working with larger employers to implement travel plans for major sites which have the potential to influence the travel of large numbers of employees. Workplace travel plans may include similar elements to those for job seekers, such as personal travel plans or access to cheap bicycles, but they also extend to enhancement of facilities on-site and improvements in access to sites. At least 27 projects are operating grant programmes to help businesses make such improvements, in many cases leveraging a matching contribution from the employer

Supporting Access to Education

- 2.3 The majority of projects work with schools, colleges and universities to encourage sustainable travel by pupils and staff. To date approximately 2,446 schools have been actively engaged through projects.
- 2.4 Working with schools supports a range of positive outcomes, including reducing carbon by giving children and young people alternatives to parental car transport, and improving child health and well-being through more active travel. It also ensures more of the workforce can access employment, as school staff have more travel options and young people leaving education are already confident travelling by foot, cycle and public transport.
- 2.5 Activities across the NECA area are included with this report:
- Appendix 1 Tyne and Wear
 - Appendix 2 Northumberland
 - Appendix 3 Durham

3. Next Steps

- 3.1 The appendices to this report audit the local level outputs from the Local Sustainable Transport Fund across the NECA area.
- 3.2 Whilst the projects vary widely to meet local needs, they are all similar in that they are seeking to provide better sustainable transport choices in order to support economic growth.
- 3.3 A further report outlining progress on Local Sustainable Transport Fund delivery across the whole NECA area, covering the revenue-based activities being delivered in Tyne and Wear, Northumberland and Durham, as well as the overarching programme of capital-based measures that are funded on a NECA-wide footprint will be available to the scrutiny committee towards the end of the year.

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4. Potential Impact on Objectives

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

5. Finance and other resources

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

6. Legal

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

7. Other Considerations

7.1 Consultation / Community Engagement

Relevant stakeholders will be consulted on the issues and proposals.

7.2 Human Rights

There are no human rights implications identified at this stage.

7.3 Equalities and Diversity

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

7.4 Risk Management

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

7.5 Crime and Disorder

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

7.6 Environment and Sustainability

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

8. Background Documents

Scrutiny Committee Policy Review Scoping Report 22nd June 2015

9. Links to Plans in the Policy Framework

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9.1 The report has no direct links to the Policy Framework.

10. Appendices

- Appendix 1 Tyne and Wear LSTF
- Appendix 2 Northumberland LSTF
- Appendix 3 Durham LSTF

11. Contact Officers

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

12. Sign Off

Monitoring Officer✓

Head of Paid Service✓

Chief Finance Officer✓

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Tyne and Wear Go Smarter Programme 2015/16

1. Introduction

- 1.1 The Tyne and Wear Go Smarter Programme for 2015/16 is a continuation for a further year of the previous Department for Transport (DfT) funded Local Sustainable Transport Fund (LSTF) programmes – Schools Go Smarter and Go Smarter to Work. Both programmes aim to reduce congestion through the promotion and encouragement of sustainable transport and active travel across Tyne and Wear.
- 1.2 These programmes were due to end in March 2015; however, in late 2014, Tyne and Wear were successful in being awarded a further £3.85 million to continue delivery of some elements in 2015/16. Funding for 2015/16 is revenue monies only.

2. Go Smarter Programme 2015-16

- 2.1 Though still two distinct areas of delivery, the Go Smarter programme is now one combined programme for this year. The programme continues to target children and their parents/carers and commuters with the aim of reducing congestion and increasing the take-up of sustainable and active travel modes.
- 2.2 Schools Go Smarter – all revenue projects from the previous programme continue in revised forms. Projects and activity this year include:
 - (a) Schools Walking – delivered by Living Streets, this project encourages pupils to walk to school through participation in Walk Once a Week (Primary), or Free Your Feet (Secondary)
 - (b) Schools Cycling – delivered by Sustrans, this project encourages pupils to cycle to school by identifying the barriers to cycling and reducing the barriers by a series of practical sessions. In addition to school-based activity, Active Travel Hubs have been set up in each district to enable activities to be delivered in the community;
 - (c) Schools Public Transport – Bus Induction targets Year 6 pupils by promoting positive aspects of bus travel, including greater independence, and by demystifying the process for those who may never have used public transport previously. Promotion of Public Transport engages with schools, children and parents and introduces these audiences to different elements of the public transport offer. This includes personalised journey planning, safety, school group discounts and concessionary travel scheme benefits;
 - (d) Child Pedestrian Training – this provides valuable life skills to children aged between seven and nine years old across Tyne and Wear. It gives practical roadside training, concentrating on safer places, parked cars and junctions. This will help the children to learn how to make judgements and decisions about road safety. Through the practical experience they get during training the children understand their local environment better and have more confidence about walking to school when they have to take the journey without adult supervision.

- (e) TravelMatters – TravelMatters is a website containing classroom resources aimed at promoting sustainable travel for the school journey (and in the wider context). These resources were developed in response to the need to assist teachers in a practical way in communicating sustainable travel messages to the pupils, via the classroom activity. Resources have been designed to fit easily into existing curriculum areas to facilitate promotional work.
- (f) Cycle Transition - This is a pilot for a transition project aimed at encouraging Year 6 pupils to consider cycling for their journey to secondary school. It aims to promote all positive aspects of cycling, whilst various sessions will also address the practicalities of route planning, cycling skills and basic bike maintenance. The pilot will help to identify successful and replicable activities
- (g) Theatre Education – educates and inform through drama/stage productions. One production is aimed at secondary school students in Year 7 (transition year). The intervention aims to work and engage with the youngest pupils, to focus on safe and sustainable travel, especially cycling, and explore the consequence of risk taking and motivate pupils to make well informed safe travel choices. The other production is aimed at secondary school (years 8 and 9) students and aims to promote safer and sustainable travel near roads and on public transport. Improving safety specifically on public transport is a major theme explored in the production.

2.3 Go Smarter to Work

(a) The main change to the GSW element is the expansion of the business engagement programme. The original programme targeted key employment sites served by the A1 Western Bypass Corridor. This year, key sites along the A19 corridor are also included. The programme now engages with businesses in 12 key employment areas across Tyne and Wear:

- Bede Industrial Estate (A19)
- Boldon Business Park (A19)
- Cobalt / Silverlink (A19)
- Doxford International Park (A19)
- Jarrow Riverside Business Park (A19)
- Metrocentre (A1)
- Monkton Business Park (A19)
- NewcastleGateshead Urban Core (A1)
- Sunderland Enterprise Park (A19)
- Team Valley (A1)
- Tyne Tunnel Industrial Estate (A19)
- Washington (A1)

Notably, all five of the Tyne and Wear districts now have the business engagement programme taking place within key employment sites within their boundaries. The GSW programme for 2015/16 now includes:

The Business Engagement Programme is delivered through a 'Toolkit of Measures' which has been previously developed and implemented on the A1 sites. The toolkit comprises activities and initiatives that are designed to provide an attractive range of sustainable travel choices / alternatives to the car. These are tailored to the unique needs of the organisation being targeted and the travel

behaviour of their employees. This allows the most appropriate mode for different types and lengths of journeys to be recommended to the employee. The toolkit includes:

- Travel Smart Providing targeted members of staff with a personalised travel plan (PTP) that tells them all about their travel options for getting to work. Each participant will have a Travel Plan tailored specifically to them and will be presented with their own bespoke Travel Plan pack recommending forward participation in the appropriate toolkit measures:
- Drive Smart is about giving people opportunities to drive more efficiently when other forms of transport are not an option for their journey to work, contributing to reduced carbon emissions. This includes Smarter Driving courses provided for those employees where the car is shown to be the only feasible option for the journey to work. This involves one-to-one in-car training that can be delivered direct from the workplace. OR
- Ticket Smart in partnership with local public transport operators, we offer free taster public transport tickets to eligible employees, ie to car drivers identified through Travel Smart PTP who feasibly could make their work journeys by public transport rather than the car.
- Cycle Smart: A very popular range of free activities and support available to all employees to help them get more active through cycling to work. This includes Dr Bike, bike maintenance workshops, and cycle training sessions to help those who would like to cycle more but are not confident enough to do so.
- Walk Smart: A range of fun, healthy and accessible activities designed to get people thinking about the potential for walking to work. It includes organised led walks from the workplace, Nordic walk taster sessions to improve posture and strength, and walking challenges. Available to all employees,
- Work Smart Smarter: Working seminars facilitated by experts to advise organisations of the different types of Smarter Working and the benefits to businesses and employees, such as reduced business mileage / trips. Topics include the practicalities of implementing smarter working practices and ideas on how to promote them to staff.

2.4 Access to Employment Projects - Continuing the work in the previous programme, this has two key elements:

- (a) Jobseekers Scooters - The Go Smarter Wheels to Work (Green Light to Work) scheme will continue to provide scooter loans for those job seekers across Tyne & Wear who are geographically isolated and/ or unable to access public transport to enable them to travel to work. The project also provides both information and advice on transport solutions for jobseekers across Tyne and Wear, delivering travel planning services for those who have difficulty and/or do not understand timetabled public services.
- (b) Jobseekers Ticketing – vouchers for one week of travel and Day Rover passes are distributed to the project partners to be issued to jobseekers who fall within the set criteria. These vouchers and Day Rovers allow thousands of people to attend training courses, job interviews and cover their transport costs to get to work until they

receive their pay packet. Were it not for these vouchers, many people would not be able to apply for or accept certain jobs due to being unable to afford travel costs.

- (c) The programme is also fully supported by a comprehensive Communications Strategy, which ensures the use of the Go Smarter brand throughout all of our projects and campaigns across Tyne and Wear. The Go Smarter website also continues to be developed. The website now includes a multi modal Journey Planner. www.gosmarter.co.uk

3. New Developments

- 3.1 Over the next few weeks we are finalising a 'Go Smarter Celebration Brochure'. This will be a summary and celebration of the programme's successes since the beginnings of the programme back in 2011 and 2012. The timescale for the brochure to be finalised is August 2015.
- 3.2 New communications campaigns for this year are:
- Go Smarter Autumn 2015 campaign, September to November 2015 (Schools and Work) which will include an element of car share and safe parking at schools;
 - Go Smarter scooter scheme, August/September 2015; and
 - Go Smarter Spring campaign 2016 (GSW and SGS)

Northumberland Go Smarter Programme 2015/16

1. Introduction

- 1.1 Northumberland County Councils previous and current LSTF projects have aimed to overcome transport barriers for people accessing work and training and opportunities, during LSTF 1 this work concentrated on improving access to work in South East Northumberland, during the current LSTF year the project adds value to existing activity and extends support for young adults to acquire new employability skills and addresses travel to work barriers in rural areas of Northumberland. Beneficiaries of the project include job seekers, those seeking to acquire work skills, existing employees and people with additional needs or difficulties needing support to access employment.

2. Welfare to Work

- 2.1 The Welfare to Work package of measures delivered by LSTF (Go Smarter Northumberland) aims to help expand the travel horizons of those seeking employment or training opportunities, whilst contributing to a low carbon travel culture, the package includes the following schemes however it does not stand alone and is supported by the whole of the Go Smarter Northumberland project.
- 2.2 A summary of the Welfare to Work element of Northumberland County Council's Local Sustainable Transport Fund (LSTF) project is set out below:

(a) TravelRight

TravelRight works with JobCentre Plus and Work Programme Providers throughout Northumberland to ensure job seekers are fully informed of the transport options available to access employment and training opportunities. The scheme offers personalised travel planning and where appropriate includes Travel Training and a Travel Buddy Scheme to help people with their commute. During the first three years of LSTF the TravelRight service delivered 757 travel training sessions, 91% of applicants wanted training as general support to widen their choice of travel options and to extend their job search horizons. The most significant travel barriers to work identified are (in priority order, more than 100 mentions)

1. Cost of travel

2. Journey takes too long
3. Journey times do not match work start or finish times
4. Journey times do not fit work pattern (shifts/weekend working)

This service is also used to promote the wider project offer leading to referrals to scooter and bicycle loans and the distribution of free bus tickets.

Three Travel Buddies have also been trained but no-one requested their services. This required the development of a new Travel Action Planning training course which has (non QCF) accreditation from One Award. This will be used for training in schools and in workplaces in future.

(b) Wheels to Work Scooter Loans

Scooter loan service delivered by Northumberland Learning and Skills Service aims to help individuals who live in an area of limited public transport, or work shifts of unsocial hours or cannot take up a job because of transport difficulties. The loan is for up to 6 months but this could be extended depending on circumstances. There is a small monthly rental fee and a provisional or full driving licence for a motor cycle required. The loan is supported with free; route planning; Compulsory Basic Training; vehicle insurance; breakdown cover; full servicing and safety equipment (helmet, jacket & gloves). 19 scooters were loaned as part of LSTF 1 however the project experienced issues due to the urban geography of the initial LSTF period and has now been expanded to cover the whole of Northumberland

(c) Cycle Maintenance Training

The Cycle Maintenance Project delivered as part of the Go Smarter project is delivered by Northumberland Learning and Skills Service. It offers free, non-accredited community learning activities geared at adults and family groups. This provides cycle users with training which gives them the basic skills to maintain their bike including safety checks, lubrication and puncture repair. There were 51 adult learners who commenced learning in the 13/14 academic year who completed during 2014/15. There were 38 enrolments during 2014/15. Retention and success rates are 100%.

The project also offers accredited training – formal training to a nationally recognised City and Guilds qualification in Cycle Mechanics. The project now also offers training for the NVQ in Performing Engineering Operations which covers cycle maintenance skills expected in a commercial environment. 57 adults have commenced accredited training. Retention rates are 95%. Results are awaited from the awarding body and it is expected that the final success rates will be around 93%. The apprenticeship programme is a minimum of a one year programme for training as a Cycle Mechanic. There have been 4 starts and training is planned to complete during 2015/16.

(d) Free Bus Tickets

Job seekers starting employment and travelling to employability training sessions can receive free tickets for public transport to contribute towards initial travel costs before they receive their first salary payment. During the first 3 years of LSTF 1568 weekly and daily discounted bus operator tickets were issued to people.

(e) Cycle Centre

The Go Smarter project offers a range of support, this includes route planning information, sessions to improve cycle skills and confidence, Dr Bike and Cycle loans to support those wishing to cycle to work. The scheme is concentrated in South East Northumberland and is available to job seekers and those in employment.

(f) School Travel Planning

The school element of the project concentrates on secondary schools and aims to ensure that more young people leave school with knowledge of and information about planning and managing their independent travel and the use of sustainable travel to access work.

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Local Sustainable Travel Fund (LSTF) *Local Motion to Work* project

Background

- 1 In July 2011, Durham County Council was awarded £2.008 million from the Government's LSTF fund to promote low-carbon sustainable travel across the South Durham area with a focus on cross-boundary journeys to Darlington. This funding was for the period 2011/12 to 2014/15.
- 2 Working in partnership with Darlington Borough Council, private transport operators as well as community and voluntary organisations, a range of sustainable travel measures have been delivered to make it easier for people to access job and training opportunities and change the travel behaviour of younger people and those already employed.
- 3 These measures are targeted at schools, businesses and local communities in Bishop Auckland, Shildon and Newton Aycliffe. This investment achieved a 13% reduction in car trips to school and resulted in over 4,000 households adopting more sustainable travel habits.
- 4 Building on this investment and success, the Council was awarded additional LSTF grant funding of £840,000 to continue the *Local Motion* project in 2015/16. This funding has expanded the reach of the project towards Durham City, including three additional communities (Spennymoor, Crook and Willington) where connections between people, jobs and training can be a significant issue.
- 5 It focusses on improving sustainable travel between where people live and key employment growth sites and reducing traffic congestion to keep people and goods moving. This supports the planned growth of major development sites that are continuing to expand and bring welcome new jobs and training opportunities to the area.
- 6 The project is delivering a complimentary package of measures to promote walking, cycling and public transport and encourage low-carbon travel behaviour to support the transport capital schemes being delivered through the Local Transport Plan and Local Growth Funds.
- 7 **Figure 1** shows the *Local Motion to Work* project area and the local communities targeted with the available funding.

Objectives of the Project

- 9 The LSTF *Local Motion to Work* project directly supports the vision, goals and policies defined in our Local Transport Plan. The package of measures supports these goals by delivering specific objectives that address our transport challenges and support our local economic needs in a sustainable way. These objectives are to:
- **Expand travel choice** by ensuring that residents have access to reliable and appropriate sustainable transport infrastructure (*Building the Network*);
 - **Widen travel horizons** to give residents a better understanding of available travel options and the skills and confidence to use them (*Building Capacity*); and
 - **Change culture of car use** by encouraging people to think about their own travel behaviour and switch to low carbon travel modes (*Changing Attitudes and Beliefs*).

Scheme Elements

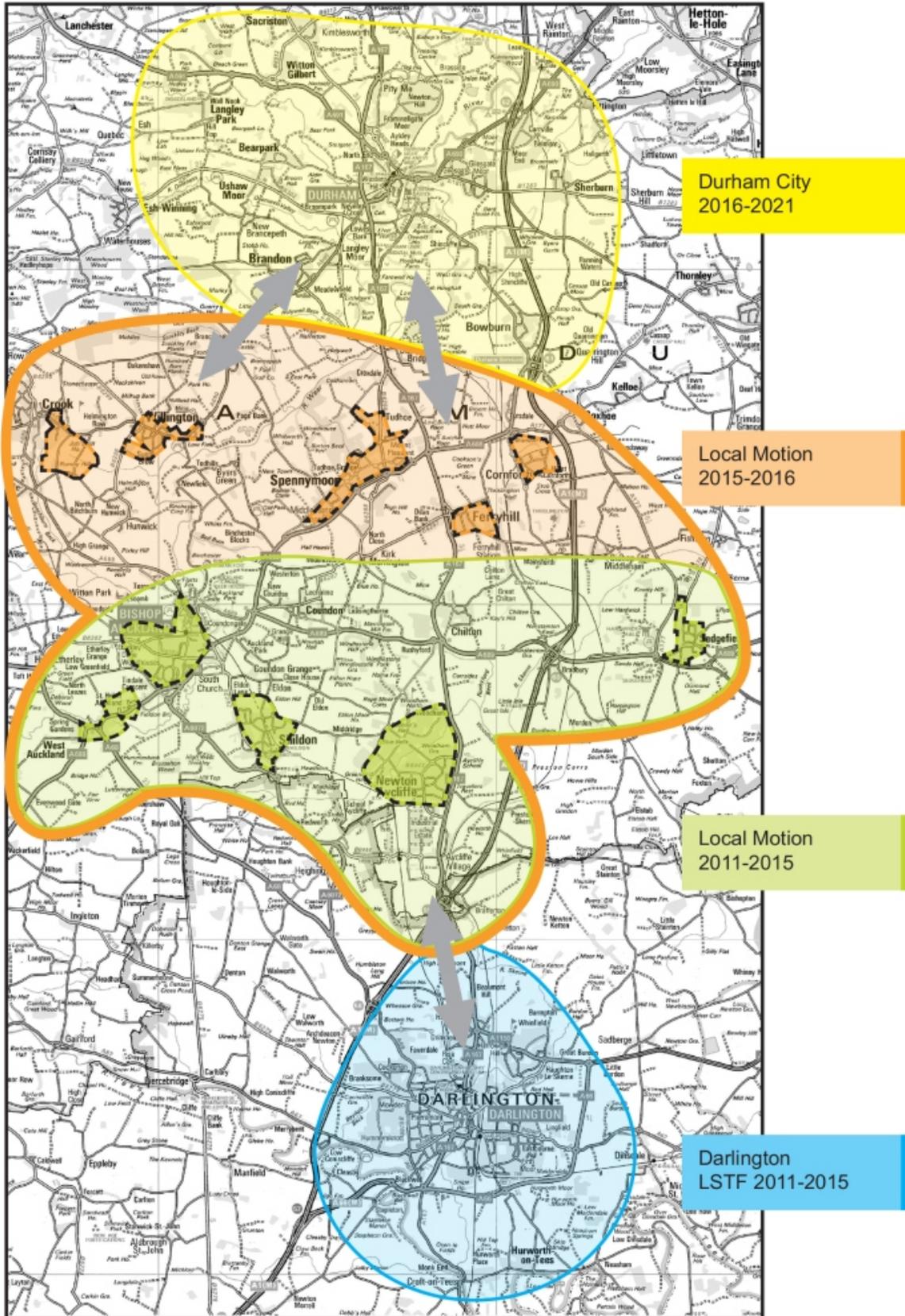
- 10 The specific measures being delivered are those that best fit the needs of our targeted groups of people (young people, people seeking work and training and those already employed) in the communities identified as ‘hot spots’ in terms of unemployment, deprivation, carbon emissions, health and air quality.
- 11 We are providing improved access to jobs and training and changing travel behaviour of younger people and those already employed by delivering measures that are tailored to meet the specific needs of each targeted community. This package combines the delivery of ‘hard’ structural measures such as improvements to infrastructure and services with ‘soft’ measures such as information and marketing to lock in the benefits, changing attitudes and encouraging people to use more sustainable travel modes.
- 12 The **Cycle to Work** package combines new cycle route infrastructure improvements with a bicycle loan scheme and training to improve skills and confidence for people to cycle for everyday journeys. Targeted along selected corridors between where people live and employment and training sites. This supports the Government’s Ambition for Cycling for everyday local journeys.
- 13 The **Walk to Work** package encourages more people to walk for everyday journeys, reducing short local car trips, improving their health and encouraging them to shop in, and support, their local town centres.
- 14 The **Bus to Work** package promotes local bus services to improve access between target communities and major employment sites in Aycliffe, Bishop Auckland and Spennymoor as well as Durham City and cross-boundary journeys to work in Darlington. The package aims to address key accessibility issues and make bus travel a more attractive offer for commuters. It supports

the Government's Door to Door strategy by improving travel connections as well as improving travel information and providing smart ticketing.

- 15 The **Behaviour Change** package changes attitudes and influences the travel behaviour of people who are already employed and those seeking work and training opportunities. It allows us to maximise the benefits of capital investment through a targeted programme of marketing and engagement. This will lock in the benefits by changing attitudes and encouraging people to use more sustainable travel modes.
- *Workplace Travel Solutions* – supporting businesses to promote sustainable travel by people already in work. Focus is on the key employment sites at Aycliffe Business Park, NETPark in Sedgfield and DurhamGate in Spennymoor. Includes the delivery of incentive based toolkit of measures for businesses, development of travel plans and running sustainable transport challenges. Best practice by the Tyne & Wear and Northumberland Go Smarter projects has been used to develop a consistent North East Combined Authority approach for South Durham. This includes the appointment of the same consultant (Parsons Brinkerhoff) to develop the Workplace Engagement Support model and toolkit of measures for delivery at workplaces across the area for 2015/16.
 - *School Travel Solutions* – expanding our successful MEGA Motion school travel project to schools in new target communities to reduce traffic congestion and carbon emissions on selected parts of the local road network. For 2015/16 we are also working with older students in sixth forms and colleges as part of a Transition project to ensure that young people are fully informed of transport options available to them when they move to further education or employment.
 - *Community Travel Solutions* – targeted delivery of Individualised Travel Marketing (ITM) to households in the new communities, with a focus on segmenting the households according to those most in need and those most likely to change travel behaviour. Also working with JobCentre Plus and Work Programme providers to ensure job seekers are fully informed of the transport options available to them to access employment and training opportunities. Training is provided to JobCentre Plus and Work Programme advisors. ITM is delivered to job seekers in target areas. Travel Rangers regularly attend JobCentre Plus centres in the target areas to provide travel information, advice and training. The Smart Ticketing scheme will be used to help with people transition from benefits to receiving their first salary.
 - *Marketing and Communications* – continuing to build on the recognised Local Motion brand developed in the South Durham area in partnership with Darlington Borough Council since 2011. Encouraging people to reflect on their travel attitudes, beliefs and behaviours and providing support, information and incentives to help them to develop new travel habits.

- 16 Delivery of this integrated package of measures is addressing key transport issues in South Durham and making it easier for people to access job and training opportunities and change the travel behaviour of younger people and those already employed. The package complements LSTF programmes being delivered by our neighbouring local authorities in Tyne & Wear and Northumberland (Go Smarter to Work) as well as the Tees Valley.
- 17 The confirmed LSTF funding for the South Durham *Local Motion to Work* project ends on the 31st March 2016. Additional funding is required to continue delivering elements of the existing project as well as extending the benefits to additional schools, businesses and communities.
- 18 Opportunities to secure additional funding to support sustainable travel to work and training will continue to be explored. This includes the use of national and regional funding as well as the Community Infrastructure Levy to support sustainable growth in jobs and housing as part of the emerging County Durham Plan.

Figure 1: South Durham Local Motion to Work - Targeted Communities



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North East Combined Authority

Overview and Scrutiny Committee

DATE: 21st July 2015

SUBJECT: Developing a Devolution Prospectus for the North East Combined Authority – update on stakeholder engagement

REPORT OF: Interim Head of Paid Service

EXECUTIVE SUMMARY

In January 2015 the North East Combined Authority Leadership Board agreed a set of 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.

A series of meetings with local and regional stakeholders as well as MPs and House of Lords members took place in March to test the initial proposals and this report summarises the key messages emerging from the feedback received during the consultation exercise.

RECOMMENDATIONS

It is recommended that the Scrutiny Committee notes the content of the report.

North East Combined Authority

Overview and Scrutiny Committee

1. Background Information

- 1.1 In January 2015 the North East Combined Authority Leadership Board agreed a set of 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. A series of meetings with local and regional stakeholders as well as MPs and House of Lords members took place in March 2015 to test the initial proposals and this report summarises the key messages emerging from the feedback received during the consultation exercise.
- 1.2 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.
- 1.3 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.
- 1.4 In January 2015, the North East Combined Authority agreed initial proposals for devolution that will accelerate economic growth in the North East. The outline proposals were endorsed as the basis for the Combined Authority to engage with government ministers and other stakeholders, in securing greater devolution of funding, powers and responsibilities.

2. Approach to Stakeholder Engagement

- 2.1 A range of methods was used to gather views on the outline proposals including seven local events, one in each local authority area where participants received a presentation on the proposals, then participated in round table discussions followed by a question and answer session.
- 2.2 The consultation exercise and local events were publicised through press releases, individual local authority websites and on social media gaining interest from local and national media and helping to raise awareness of both the North East Combined Authority and the devolution proposals.
- 2.3 290 people signed in at the local events and others submitted written responses through the NECA website or completed an online feedback form. In addition to the local events, a meeting was held with regional stakeholders in addition to separate meetings at Westminster with North East MPs and members of the House of Lords.
- 2.4 The Scrutiny Committee was consulted on the Combined Authority's devolution proposals at their meeting on 24 March 2015. There was broad

North East Combined Authority

Overview and Scrutiny Committee

agreement from the Committee to the outline proposals and strong support for the overall principle of devolution.

3. Stakeholder feedback

- 3.1 Publication of the devolution proposals and the subsequent consultation activity generated a significant level of interest and debate including local and national media interest. Overall the feedback demonstrates strong support among a wide range of stakeholders from communities, businesses and partners for the principle of devolution to the North East. Respondents feel that the North East loses out under current arrangements and there was broad positive agreement with the 12 individual proposals. Stakeholders were keen that the devolution ask of government should be ambitious and set out the potential for North East growth within the context of supporting national growth.
- 3.2 The appendix attached includes an overview of the outcomes from the local events and written responses, outcomes of the discussions with MPs and Lords, outcomes of the regional stakeholder event and comments made at the Overview and Scrutiny Committee.

4. Next steps

- 4.1 Further engagement of stakeholders on an ongoing basis was a key theme emerging from each event and a commitment was made to feedback on the outcome of the exercise after the election as well as providing regular updates and further opportunities for discussion. The consultation feedback will be shared directly with stakeholders that attended the events or submitted a written response and will be made available on the NECA website.
- 4.2 In order to develop the proposals themselves, the feedback is now being used to inform the development of a full devolution prospectus for discussion with government over the coming weeks and months.

5. Potential Impact on Objectives

- 5.1 The stakeholder feedback summarised in this report sits within a broad debate on devolution and economic growth and will inform the further development of a devolution prospectus for the North East that will accelerate the area's economic growth.

6. Finance and other resources

- 6.1 There are no financial implications arising directly from this report. Costs relating to the initial work to develop the devolution proposals will be met from reserves. 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.

North East Combined Authority

Overview and Scrutiny Committee

7. Legal

- 7.1 There are no legal implications arising directly from this report. The legal implications associated with any future devolution of powers will be assessed as detailed negotiations with government are progressed.

8. Other Considerations

8.1 Consultation / Community Engagement

The approach to stakeholder engagement and a summary of response is outlined in section 3 of this report and in the attached appendices.

8.2 Human rights

There are no specific issues arising directly from this report.

8.3 Equalities and diversity

There are no specific issues arising directly from this report.

8.4 Risk management

The risks associated with devolved powers and funding streams will be assessed as detailed negotiations with government are progressed.

8.5 Crime and disorder

There are no specific issues arising directly from this report.

8.6 Environment and sustainability

There are no specific issues arising directly from this report.

9. Background documents

Report to NECA Leadership Board – ‘Developing a Devolution Prospectus for the North East Combined Authority’ – 20 January 2015

Links to plans and policy framework

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

North East Combined Authority

Overview and Scrutiny Committee

Appendix - Stakeholder feedback – events overview, MPs and Lords meetings, Regional Stakeholder Event, Comments from OSC

11. Contact Officers

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Sign off

Monitoring Officer ✓

Head of Paid Service ✓

Section 151 Officer ✓

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NECA – The Devolution Debate

March 2015 Consultation Report

Introduction

The North East Combined Authority, NECA, has developed a devolution prospectus setting out proposals to secure devolution of power, funding and responsibilities to the North East. This includes twelve proposals or ‘asks’ covering; employment, skills, strategic and housing investment and transport.

Prior to entering into discussions with the Government, NECA has carried out consultation with business, stakeholders, communities and partners. The following questions were used to seek their views on the proposed prospectus and to help to identify the areas of focus in discussions with Government.

- Do you think the NECA proposals are the right areas to concentrate on?
- Are there any other areas or themes that should also be included?
- How would you like to be involved in the work of the NECA in future?

Consultation Process

Consultation took place during March 2015, through a range of methods including 7 local and regional facilitated discussions events, a questionnaire and the opportunity to submit comments in writing and online.

- More than 290 people signed in at facilitated round table discussion events, although the actual number was higher as some people chose not to sign in.
- This included 7 local events and a regional stakeholder event. There were also meetings with North East MPs and House of Lords members hosted at Parliament.
- A discussion was held with the NECA Overview and Scrutiny Committee
- 101 people completed written responses.
- Other responses and online questionnaires were received via the NECA website.

Stakeholder Feedback

This report focuses on the outcomes from 38 facilitated discussion groups at the seven local events. It includes analysis of the discussions around the three set questions as well as the comments recorded during the wider sessions at the end of each event.

It also references to the outcomes of the wider meetings and individual responses. The majority of the 101 written responses were submitted by individuals who participated in the facilitated sessions. As such the views strongly correlate to the outcomes of the discussion groups.

During discussions with MPs, Lords and the regional stakeholders, a different format was used, consisting of open discussions.

The key messages emerging from the engagement exercise are set out below. An overview of the outcomes from the local events and written responses is included below, outcomes of the discussions with MPs and Lords are set out in Appendix One, outcomes of the regional stakeholder event are in Appendix Two and outcomes of the NECA Overview and Scrutiny Committee discussion are in Appendix Three.

Support for the Devolution Proposals

There is strong support for the broad principle of devolution from communities, businesses and partners.

- During facilitated discussions, 37 groups (97%) recorded support for the devolution proposal.
- Participants, in particular businesses, commented that the devolution request to the government needs to be ambitious and clearly set out the potential for growth in the North East that will ultimately support the economic growth of the entire country.
- There is a feeling demonstrated by 18 groups (47%) that an overarching vision should be developed which clearly reflects the ambition for the North East.

Support for the 12 Priorities and comments received

The consultation identified broad positive support for the 12 proposals or 'asks'.

- 27 groups, (71%) agreed that the proposals were correct for the area.
- 17 groups (45%) suggested that NECA should initially focus only on the 12 priorities, in order to achieve quick wins and demonstrate the ability and capacity to deliver.

Additional Comments regarding the 12 proposed priorities

Although there was broad support for including all 12 proposals, specific priorities were identified as being of particular significance. It was stressed that some of these are key priorities, underpinning the others. Detailed comments about specific proposals are included in Appendix Six, however repeated comments included;

- Proposal 5, 'Investment in our major transport infrastructure' was highlighted across the region as being of key importance as it underpins progress towards the achievement of other growth ambitions. The particular importance of ports was stressed and it was felt that there should be a strong emphasis on ports and rivers as these are a major asset to the North East. There was a suggestion by 6 groups (16%) that ports should be included as a separate priority.
- Proposal 9, 'Devolution of skills funding' was also highlighted across the region as being of key importance. It was thought that skills training must reflect the needs of the region and local business to allow the North East to progress. The importance of appropriate local careers advice and apprenticeships was also stressed.
- Proposal 1, 'A North East Investment fund' was also stressed as being of central importance. A suggestion that there should be a regional bank was highlighted in both the facilitated discussions and written responses.

Additional Priorities

Analysis shows despite receiving suggestions from 6 groups (16%) that we should concentrate on the 12 priorities or even phase or combine them; when prompted, all groups went on to suggest additional priorities.

In terms of additional priorities for NECA to include or consider in future, a range of suggestions were recorded as follows:

- | | |
|---|-----------------|
| ○ Health, social care and wellbeing | 27 groups (71%) |
| ○ Education and Universities | 18 groups (47%) |
| ○ Housing | 14 groups (37%) |
| ○ Community Safety, including police and fire | 9 groups (23%) |
| ○ Climate change and environmental issues | 9 groups (23%) |
| ○ Business Rates | 9 groups (23%) |

○ Technology, communications and infrastructure	7 groups (18%)
○ Strategic and spatial planning and land use	4 groups (10%)
○ Public sector spending and uniformity	3 groups (8%)
○ Job creation for the region	3 groups (8%)
○ Welfare	1 group (3%)
○ Sport	1 group (3%)
○ Early Years	1 group (3%)

Development Needs and Future Considerations

- Issues of governance were raised frequently across the region by 22 groups (58%) with additional more specific comments about the need to consider and develop;
 - Terms of reference 22 groups (58%)
 - Structures to ensure shared approaches and ownership 20 groups (52%)
 - A clear decision making process 19 groups (50%)
 - Leadership 14 groups (37%)
 - A clear communications plan 12 groups (32%)
 - Underpinning principles 10 groups (26%)
 - Processes to monitor and evidence achievements 4 groups (10%)
 - Clarity of roles 4 groups (10%)
- It was suggested that the Combined Authority should focus initially on those areas where we can build on the successful partnership working in the region such as sustainable energy, given our pioneering work in this field and potential to do more.
- Some groups felt that the approach is worth pursuing if the area will benefit from inward investment to help make the area more sustainable and maximise funds to a fuller potential. 10 groups (26%)

Future Involvement and Consultation

- The principle of engaging a broad range of stakeholders in the development and continued work of the Combined Authority was discussed by participants and suggested by 19 groups (50%).
- Reference was made by all groups to working with existing partnerships and networks, local businesses and the voluntary sector, including;
 - Existing consultation and engagement mechanisms including partnerships and working groups 23 groups (61%)
 - The voluntary sector (local and regional) 19 groups (50%)
 - Local businesses and the business sector 10 groups (26%)
 - Town and Parish Councils 5 groups (13%)
 - Young people and youth organisations 4 groups (10%)
 - Organisations representing protected characteristics 2 groups (5%)
- 18 groups (47%) expressed the need to ensure that that the wider community are kept aware of NECA activities, the devolution proposals and progress, and to be provided with opportunities to have their say and shape proposals in order to ensure buy in at local, area and regional levels.
- The consultation identified a range of considerations and methods for informing, engaging and consulting with communities including;
 - Use of social media, website and emails 11 groups (29%)
 - Clear communications policy and mechanisms 10 groups (26%)

○ Regular update meetings	6 groups (16%)
○ Stakeholder and thematic groups	7 groups (18%)
○ Promotion and marketing to raise awareness	2 groups (5%)
○ Clear and easy to use web site	2 groups (5%)
○ Leaflet drops, bulletins and door knocking	2 groups (5%)
○ Be innovative	1 group (3%)

Areas for consideration

Analysis shows that there were some recurring issues raised during the consultation process that need further consideration, including;

- Although there was general support for devolution, 13 groups (34%) felt that care must be taken to avoid creating bureaucracy. Associated issues that need to be considered include additional costs, staff resources, local access and local influence. Whilst 7 groups (18%) felt that it would be sensible for NECA to have dedicated resources including staff, finance to enable it to achieve these priorities.
- It is necessary to engage and consult on a local and regional basis, it is also important to consider how NECA will engage and work with regional organisations covering a wider geographic and administrative area.
- There was an indication that some areas of work are best planned and delivered at a wider regional level, an example being health care. This did however include a strong feeling that NECA should have a role in ensuring that relevant local needs are met and recognised at both regional and national level.
- The need for the relationship between the NELEP and the Combined Authority to be considered and clearly set out was raised by 7 groups (18%).
- Concern was raised by 9 groups (24%) about the Government's ongoing and future commitment to devolution due to political uncertainty and change linked to the forthcoming election.
- The need to ensure that the work of NECA addresses the whole of the area equally whether urban, rural or those on the peripheries and to consider the unique issues when planning and delivering on priorities was stressed by 24 groups (63%) across the area.
- It was recognised that Tees Valley is not included in NECA area; however it was raised by 15 groups (39%) that we need to ensure that we work with the Tees Valley area and beyond (Cumbria) to create a stronger voice for the region.
- Some indicated that they would like to see both Combined Authorities come together into one combined authority in the future - 3 groups (8%).
- 4 groups (11%) suggested that we should observe and learn from the experiences of Greater Manchester Combined Authority.

NECA – The Devolution Debate: Consultation Events March 2015 – Feedback from the MPs and Lords meetings – 18 March 2015

In addition to the local and regional stakeholder events, meetings were also held with North East MPs and Lords to discuss the proposals and direction of travel. 15 MPs and Lords from the area participated in very positive discussions at each meeting and the Combined Authority was congratulated on its achievements so far.

In each session, all participants were supportive of the broad principle of devolution to the North East and felt there was a need for NECA to be ambitious in its proposals and demonstrate an ability to deliver.

There was strong support for the work of NECA and clear recognition of the importance of maintaining close links with neighbouring areas, including working with the emerging combined authority in Tees Valley and the area's Local Enterprise Partnership. The potential for working with Scotland and Cumbria was also highlighted as an important area for exploration. The need to recognise the diversity of the NECA area was emphasised and in particular ensuring rural issues are addressed within the wider agenda.

The approach to inward investment was also discussed including consideration of how the NECA works with UKTI. The skills agenda was identified as an area of priority with local control and influence of skills provision viewed as essential. It was also felt that more emphasis was needed on joining-up schools, colleges and businesses.

Suggestions for consideration alongside the initial proposals included looking at any opportunities for the North East to maximise the benefit from surplus government-owned land and assets in the area. It was also suggested that NECA seek greater influence over the distribution of the energy networks in the region. This was felt to be a key factor in attracting foreign investment to particular sites.

The capacity to deliver on such an ambitious agenda was discussed and emphasis placed on the need to be able to prioritise investment across the NECA area through a strategic plan. Both groups were keen to assist and champion the proposals and to maintain an ongoing dialogue with NECA as it enters negotiations with government.

NECA – The Devolution Debate: Consultation Events March 2015 – Analysis of the Regional Stakeholder Event held on 9th March 2015

Introduction

The regional event was held at the start of the consultation process and brought together partners from the public, private and voluntary sectors across the region, particularly those with a regional focus.

The format of the event mirrored that of the local events; however, participants suggested changes to the format of the facilitated table discussions which were implemented. Therefore it is not possible to align the outcomes from this event with the following local events.

The main points from the discussions groups were as follows:

- a) It was suggested that all the proposals are interlinked and none are more important than others. Therefore we need to take a holistic approach and through the consultation, ask if they are the right proposals rather than which are the top priorities.
- b) Participants commented that the devolution request to the government needs to be ambitious and focus on what we can achieve not just for the region but also for the UK with devolved powers.
- c) It was suggested that the Combined Authority should build on the successful partnership working in the region such as Rural Growth Network where we have exceeded targets in developing the rural economy by getting women into enterprise and sustainable energy; and potential to do more. This would demonstrate our track record as well as benefits of the critical mass and a bigger voice.
- d) Need to build trust and credibility locally and nationally by starting with some quick wins. We have to demonstrate that we have the capacity, resources and skills to deliver.
- e) In order to demonstrate identity and cohesion in the NE, it was suggested that clarity will be needed on roles and how organisations will interact in the future. For example Local Authorities, NECA, the NE LEP, the Tees Valley CA as well as the wider north of England.
- f) It was suggested that the issues of inequalities, deprivation and social inclusion need to remain at the forefront of the debate as it relates to how we present the case to Government.
- g) The proposals should demonstrate the ‘social value’ and wider benefit so that the general public can understand what they are being asked to support. For example, benefits for the long term unemployed or people with disabilities accessing work.

- h) We need to be mindful about building the evidence for the proposals and what they can achieve. We are very good at collecting information at a Local Authority level but not necessary at a NECA level.
- i) The current proposed powers should be left as they are and we should be asking if there is anything to add at a later date e.g. stage two.
- j) It was suggested that NECA should initially focus only on the 12 proposals, in order to achieve quick wins and demonstrate the ability and capacity to deliver and that any additional priorities should be built into a stage two set of devolution proposals.
- k) Other comments included;
 - More detail will be required around the 12 proposals
 - We should observe and learn from the experiences of Greater Manchester Combined Authority.
 - Need clear leads for all the themes and sectors.
 - We need to identify what would have the largest impact and also what barriers stand in the way of achieving our ambition.
 - Longer term commitment is a priority and should be integral in the ask of Government
 - Need to build in democracy and accountability
- l) In terms of broad future engagement, regional stakeholders suggested the following methods;
 - Meetings with business organisations
 - Flow of information
 - Ensure the man in the street can understand the proposals
 - Have detailed discussions to ensure the proposals are robust

NECA Overview and Scrutiny Committee – 24 March 2015

The NECA Overview and Scrutiny Committee were consulted on the Combined Authority's devolution proposals at their meeting on 24 March 2015. There was broad agreement from the Committee to the outline proposals and strong support for the overall principle of devolution.

Suggestions for consideration alongside the initial proposals included establishing a North East Investment Bank, following the example of existing institutions in Germany, and having a joined up approach to strategic planning across the Combined Authority area.

Concerns were expressed about the potential impact that any devolution of health and social care budgets could have at both national and local level, and in particular whether it could result in less provision at a local level. It was felt that there was a risk of the region becoming isolated if other areas pursue devolution deals with Government and the North East does not.

The Committee discussed the need to establish strong public support for the proposals and were concerned that the next iteration of the document must capture the public's imagination. They recognised that more detail was needed, and suggested including some key examples of the difference that having devolved powers and funding could mean within the region. They also discussed the need to address the outcome of the 2004 referendum - explaining how the new proposals differ from that offer - and to address the issue of governance models, including the potential for having an elected mayor.



North East Leadership Board

Tuesday 14th July 2015 at 2.00 pm

Meeting to be held at Northumberland County Council, County Hall, Morpeth, NE61 2EF

www.northeastca.gov.uk

SUPPLEMENTAL AGENDA No.1

	Page No
8. Financial Monitoring Update - Outturn 2014/15	1 - 8

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

North East Leadership Board

DATE: 14 July 2015

SUBJECT: Financial Monitoring Update - Outturn 2014/15

REPORT OF: Chief Finance Officer

EXECUTIVE SUMMARY

The purpose of this report is to provide information about the 2014/15 financial outturn; to provide a summary of the financial monitoring information for 2015/16; and to provide an update on the budget process for 2016/17.

The outturn for 2014/15 showed spending was within budget and reports a healthy financial position. The full audited accounts will be submitted to the Board in September for approval. The financial monitor for the current year shows a satisfactory revenue position at this early stage in the year with spending anticipated to be within our overall budget. There are pressures to deliver the larger capital programme agreed for 2015/16, which will require prompt action to confirm funding to all projects due to start this year.

RECOMMENDATIONS

The Leadership Board is recommended to –

- a) receive the summary of the 2014/15 outturn position set out in this report, plus any comments that may be made by Governance Committee and provided to the Board for information and comment;
- b) note the information provided about the revenue budget monitor for 2015/16;
- c) receive the update information provided about the capital programme for 2015/16; and consider the issues identified and any further action that may be required to deliver a satisfactory level of capital investment this year; and
- d) agree that the Budget for 2016/17 be prepared in line with the timetable for approval at the Leadership Board's meeting on 19 January 2016.

North East Combined Authority

North East Leadership Board

1 Background Information

- 1.1 The draft accounts for NECA have been prepared and are now subject to external audit. A summary of the outturn position for transport is being reported to TNEC on 9 July. A report on the Outturn and Draft Financial Statements for 2014/15 is being considered by the Governance Committee on 10 July.
- 1.2 Once the external audit has been completed, the full set of accounts will be submitted to the Governance Committee and the Leadership Board for consideration and approval at its meeting on 15th September.
- 1.3 Monitoring information is provided periodically through the year in line with the constitution. The report on transport issues is made to TNEC in more detail.
- 1.4 The North East Combined Authority is required by law to set its Revenue Budget and Transport levies for 2016/17 before 15th February 2016, in order to enable the constituent councils to be able to take the levies into account in setting their own budgets for 2016/17. It is proposed that the Budget and Levy considered at the Leadership Board's scheduled meeting on 19th January 2016. As the accountable body for the North East Local Enterprise Partnership (NELEP), the Budget will include information about the funds available to NELEP and the NELEP's Budget for 2016/17. The budget process and timetable outlined in this report has been prepared to achieve this.

2 Outturn 2014/15

- 2.1 The outturn for 2014/15 is positive, with net revenue spending contained within budget; the achievement of a high level of capital expenditure; and an improved level of overall reserves compared with expectations.
- 2.2 This is the first year of the North East Combined Authority, which was established on 15 April 2014 by the Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland Combined Authority Order which came into effect on that date. On the same date, the former Tyne and Wear Integrated Transport Authority was dissolved and its assets and liabilities transferred to the new Authority. The North East Combined Authority accounts include a consolidation of the financial results of the North East Local Enterprise Partnership (NELEP).
- 2.3 As this was a transitional year, the majority of NECA's operational activity and therefore its costs relate to transport activity. Costs within the transport budget are ringfenced between those relating to Tyne and Wear, Durham and Northumberland, reflecting the different funding arrangements in place in each area during 2014/15. The levy for 2014/15 was set by the Tyne and Wear ITA in January 2014, and covers the five Tyne and Wear Districts. For Durham and

North East Combined Authority

North East Leadership Board

Northumberland, notional grant arrangements were in place during the year and these figures are include in the totals given below.

- 2.4 Transport net revenue spending of NECA amounted to £89.298m across all seven areas. This was only slightly less (-£0.263m) than the revised budget for the year, with cost pressures in respect of concessionary travel costs offset by savings in other transport costs.
- 2.5 In terms of the ringfenced Tyne Tunnels account, additional income from higher traffic flow and savings in capital financing costs produced a small operating surplus of £0.197m, which was £0.619m better than the operating deficit of £0.422m that had been anticipated.
- 2.6 Within the separate accounts for Nexus, which are included in the group accounts of NECA, increased income from Metro operations and other cost savings helped to reduce the operational deficit (which was funded from reserves) by £3.467m from an estimated deficit of £4.769m to a deficit of £1.302m, which improved their reserves position at the year end.
- 2.7 Corporate revenue expenditure by NECA amounted to £0.221m, which was funded by a small transitional budget of £0.14m and use of £0.081m of corporate reserves, which reflected additional activity that grew during the year. An increase in these costs was anticipated when the budget for the current year was set. The corporate unearmarked reserve for NECA at the year end amounted to £0.269m.
- 2.8 Revenue spending on NELEP activity and the North East Investment Fund programme delivery budget amounted to £1.287m. There was £18.87m of Investment Funding loans and grants allocated during the year. Additional business rates of £1.058m from Enterprise Zones was received and this will be ringfenced to help finance capital infrastructure works, including repayment of capital grants received from the North East Investment fund.
- 2.9 Transport capital spending in 2014/15 was £58.883m, which was 91.4% of the approved programme for the year of £64.428m. The approved programme included an element of 'over programming' to ensure that spending was above the minimum level required by DfT. The variance is due to a combination of cost savings and spending that was rephased into the new year, as set out in the TNEC report. The actual level of expenditure is above the minimum required by DfT and is acceptable, with unused capital funding carried over into 2015/16. This level of expenditure was higher than the national average where actual capital spending was 82% of the forecast spending for the year.
- 2.10 The usable reserves of NECA amount to £57.4m are almost entirely ringfenced for specific purposes – such as the financing of the Tyne Tunnels; North East Smart Ticketing initiative (NESTI); match funding for Metro capital funding in future years; the balance on the NELEP investment funds and capital grants for specific projects received in advance. The unearmarked transport reserves

North East Combined Authority

North East Leadership Board

amounted to £0.797m and the unearmarked NECA general reserve amounted to £0.269m at the year end.

- 2.11 A full set of accounts will be reported to the Leadership Board in September for approval once they have been audited.

3 Financial Monitor for 2015/16

- 3.1 The financial monitor at this early stage in the year is based on spending to the end of May (period 2).

- 3.2 In terms of the revenue budget there are no significant adverse issues to report. The improved position with regard to the Tyne Tunnels account and Nexus accounts in 2014/15 is also likely to have a positive impact in the current year, reducing the estimated deficits on these accounts and reducing the planned use of reserves needed to fund the deficits.

- 3.3 The need to fund activity relating to developing the Devolution agenda and the development of the combined authority, means that there will be a further use of unearmarked transport and NECA general fund reserves this year.

- 3.4 In terms of the capital programme, the receipt of £54m additional Local Growth Fund monies significantly increased the overall size of the overall capital programme to over £119m this year. There is a risk that some variations in the programme, including delays in the full and formal approval of business cases and funding may result in a lower level of spending this year. The latest estimate of spending this year is around £111m. Normally, in developing a capital programme, a significant level of over-programming of 20% or more, would be built into the approved programme, which was not possible this year. Options for optimising the level of spending in the current year are being considered, in order to achieve a better than average level of spending, and these will be reported to TNEC, the LEP Board and to a future meeting of this Board.

- 3.5 The sponsors of one of the potential new schemes was unable to proceed at this time, which created a saving in the programme this year of £4.7m, which has enabled the 2.5% programme management costs to be funded without any topslice to individual project budgets and provides an opportunity to bring forward spending on the approved college project in East Durham. As final business cases of approved projects have come forward for evaluation and approval, the spending profiles and cost estimates have been updated. At this early stage the report on the capital programme to TNEC has identified potential spend of £82.6m on transport projects in the current year taking into account the latest information on the profile of spending for each project.

- 3.6 Causes for the changes in profiled spending identified so far include issues relating to the timing of land acquisitions and the uncertainty of funding for future years, with the potential of no formal confirmation of any of the approved LGF grant from 2016/17 onwards until after the autumn spending review. This has a

North East Combined Authority

North East Leadership Board

particular impact on schemes that have capital expenditure in future years as well as in the current year. Officers from NELEP; NECA and delivery bodies have been working to make as much progress as possible without the full approval of funding for future years. However, some project sponsors are finding it difficult to accept the funding risk and commit expenditure at this point.

- 3.7 Government officials have been asked to consider giving a formal confirmation to as much funding as possible for 2016/17 as soon as possible, as opposed to waiting until after the outcome of the spending review is known in the autumn. Options to enable projects to proceed are currently being considered in more detail. Approval of the final business cases and grant approvals may need to be considered as urgent items over the next few weeks, in order to deliver as much of the programme as possible this year. An update on the position and any relevant announcements made in the Emergency Budget on 8 July will be provided at the Board meeting together with the latest information about the capital programme for this year.
- 3.8 LGF grant has already been received in full in the current year and we have been advised that any grant not applied in full this year can be carried over into next year. Maximising activity and spending this year is important as it would help demonstrate an above average performance and ability to deliver programmes, which would place the North East in a strong position to secure any additional funding that may become available in future years.

4 Budget Setting Process for 2016/17

- 4.1 It is proposed that NECA would agree its Budget and Transport Levies at its scheduled meeting on 19th January 2016, which will help achieve the setting of the Transport Levies by the statutory date in February.
- 4.2 The constitution of the Combined Authority requires that consultation on Budget Proposals is undertaken at least two months before the Levy must be set. This effectively means that a Budget Report covering the 2016/17 Budget decision will need to be considered by the Leadership Board at its meeting on 17 November 2015. This will start the formal consultation process, which will include consideration of the budget report by Overview and Scrutiny Committee. This may enable the outcome of the Autumn Statement to be known and taken into account in determining the Budget proposals to be consulted upon.
- 4.3 The preparatory work has started and discussions will take place with officers of the constituent councils of the combined authority over the next two months to help prepare the draft high level budget proposals for initial and informal consideration by the Leaders and the Elected Mayor in October. Discussion of Transport issues will take place with members of the Transport North East Committee and its Tyne and Wear Sub Committee, which will consider reports

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of the Tyne Tunnel budget and toll levels for 2016, as well as the Metro budget and fares for implementation in January 2016.

- 4.4 Draft budget proposals will also need to be considered by the NELEP as well as Overview and Scrutiny Committee.
- 4.5 A detailed schedule for the preparation of the Budget will be prepared for information of members and officers in the next few weeks.

5 Potential Impact on Objectives

- 5.1 The budget and capital investment programme help to deliver the Policy Objectives of the Combined Authority including the delivery of the Strategic Economic Plan. The future reports will set out revenue and capital budget proposals that will help deliver the Objectives on the Combined Authority

6 Finance and Other Resources

- 6.1 The views of the Chief Finance Officer are included in this report. The outturn for 2014/15 was positive and good progress is being made in the current year. Options for maximising progress on the capital investment programme for the current year are being investigated for future approval. Preparation of the 2016/17 Budget and the delivery of the budget process will require input of a wide range of officers across the councils as well as officers working on behalf of the LEP and the combined authority. The Chief Finance Officer will draw on available resources to deliver the budget reports and plan.

7 Legal

- 7.1 The NECA is required by virtue of the Transport Levying Bodies Regulations 1992 to issue the transport levy before 15 February preceding the commencement of the financial year in respect of which it is issued.
- 7.2 The budget process timetable will enable the budget to be agreed in line with the statutory requirements and the constitution of NECA, particularly in relation to consultation.

8 Other Considerations

8.1 Consultation/Community Engagement

The NECA constitution requires that consultation on its budget proposals to be undertaken at least two months prior to the budget being agreed. It is proposed that the 2016/17 Budget Proposals be reported to the Leaders Board on 17 November to start a consultation process, which will include the Overview and

North East Combined Authority

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Scrutiny Committee and the North East Chamber of Commerce. Earlier discussions will take place with constituent councils of NECA and in relation to the Transport elements of the budget through the Transport North East Committee and the Transport North East (Tyne and Wear) Sub-Committee.

8.2 Human Rights

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

8.3 Equalities and Diversity

There are no specific issues arising directly from this report.

8.4 Risk Management

- 8.4.1 Risks in relation to the budget are taken into account in establishing the level of reserves. Appropriate arrangements will be put in place and reported as part of the Budget Report. Options for managing the risks relating to the uncertainty of future capital grant funding are currently being considered and any significant proposals will be reported to the Board

8.5 Crime and Disorder

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

8.6 Environment and Sustainability

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

9 Background Documents

- 9.1 NECA constitution.

10 Links to Plans in the Policy Framework

- 10.1 The Budget Report itself will reflect all of the NECA Plans and Policies.

11 Appendices

None

12 Contact Officers

- 12.1 Paul Woods Paul.Woods@northtyneside.gov.uk, Tel: 07446936840

North East Combined Authority

North East Leadership Board

13 Sign off

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

North East Combined Authority

Overview and Scrutiny Committee

DATE: 21st JULY 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 updated Annual Work Programme for 2015/16.

RECOMMENDATIONS

It is recommended that the Overview and Scrutiny Committee considers the Forward Plan in relation to the development of the Committee's Work Programme and notes the updated Work Programme for 2015/16.

North East Combined Authority

Overview and Scrutiny Committee

1. Background Information

- 1.1 The Forward Plan is a document which lists the decisions that the North East Combined Authority committees intend to take in the coming months. The Forward Plan contains specific information relating to each decision, including the date the decision will be made, a brief explanation of the topic, the consultation to be undertaken, and contact details of the author.
- 1.2 Details of each decision are usually included on the Forward Plan 28 days before the report is considered and any decision is taken.

2. Role of Overview and Scrutiny

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

3. Annual Work Programme

- 3.1 The Scrutiny Committee's Annual Work Programme is attached as Appendix 2.
- 3.2 The work programme has been compiled to allow the Scrutiny Committee to have an overview of all performance, decision-taking and developments within the NECA, as well as being focused and flexible to allow for new issues and recognising the capacity of the scrutiny committee to respond in a timely way to emerging developments throughout the year.

North East Combined Authority

Overview and Scrutiny Committee

- 3.3 The NECA Scrutiny Committee obtains work programme items from the following sources:
- a) Items submitted by Members of the Committee (and including items referred by other members of the combined authority)
 - b) The Budget and Policy Framework
 - c) The Forward Plan
 - d) The three Thematic Leads
 - e) Evidence for the policy review
- 3.4 At the last meeting, the committee agreed to include in the Work Programme, evidence gathering for a review of transport related barriers to employment.
- 3.5 The committee may wish to note some of the local policy reviews being carried out that are relevant to the remit of the Combined Authority (see table below). The list is not exhaustive but gives a range of the types of local work being undertaken by scrutiny.

North Tyneside	How to encourage young women to study STEM (science, technology, engineering and mathematics). Review completed March 2015 and available for circulation In addition, Transport, Public Rights of Way (Completed 2015), Cycling Strategy, Public Transport (both underway)
Gateshead	Opportunities to Promote Rural Gateshead. The review will examine services which promote the area as a tourist destination but also the opportunities to invest and start a business. 2015-16
Newcastle	Education, skills and training for young people. To examine the learning and training opportunities available to young people in Newcastle aged 16-19 years (25 years for those with special needs) to assess the level of supply in relation to demand, the accessibility of the provision and whether it is effective in supporting young people to achieve their full potential. 2015-16
Durham	Apprenticeships
Sunderland	What have we learnt from Key Cities around connectivity, city centres and skills matching? The review will look at how other cities have approached physical regeneration, business growth and the development of skills in order to learn how to manage change effectively. 2015-16

North East Combined Authority

Overview and Scrutiny Committee

4. Next Steps

- 4.1 In considering the Forward Plan, Members are asked to consider those issues where the Scrutiny Committee could make a contribution which would add value.
- 4.2 If the Scrutiny Committee determines to review or scrutinise a decision notified in the Forward Plan, a meeting of the Committee will be arranged to allow scrutiny members to carry out their role in a timely way.
- 4.3 The draft work programme will be refreshed and updated at each meeting of the scrutiny committee throughout the year.

5. Potential Impact on Objectives

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

6. Finance and Other Resources

- 6.1 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.

7. Legal

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

8. Other Considerations

8.1 Consultation/Community Engagement

Not applicable

8.2 Human Rights

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

8.3 Equalities and Diversity

Not applicable

8.4 Risk Management

North East Combined Authority

Overview and Scrutiny Committee

Not applicable

8.5 **Crime and Disorder**

Not applicable

8.6 **Environment and Sustainability**

Not applicable

9. **Background Documents**

9.1 None

10. **Links to the Local Transport Plans**

10.1 None

11. **Appendices**

11.1 Forward Plan Appendix 1
Work Programme Appendix 2

12. **Contact Officers**

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

Sign off

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

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Forward Plan of Decisions

Published 8 July 2015 *

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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.	14 July 2015 and then all ordinary meetings	NELB	Update reports from Thematic Leads: <ul style="list-style-type: none"> • Economic Development and Regeneration; • Employability and Inclusion; and • Transport 	All	To be confirmed	To be confirmed	<p>Economic Development and Regeneration: Beverley Poulter Lead Policy Officer Sunderland City Council beverley.poulter@sunderland.gov.uk 0191 561 1150</p> <p>Employability and Inclusion: Janice Rose Economic and Inclusion Policy Manager Northumberland County Council janice.rose@northumberland.gov.uk 01670 624747</p> <p>Transport: Mark Wilson Regional Transport</p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
							Principal Advisor mark.wilson@newcastle.gov.uk 0191 211 5679
A 2.	14 July 2015	NELB	Financial Monitoring Update – Outturn 2014/15	Corporate issue	The budget and capital programme for the 2014/15 was subject to consultation during the year and regular update reports to the Leadership Board.	2014/15 Budget (Leadership Board 29 April 2015)	Paul Woods Chief Finance Officer paul.woods@northtynes.gov.uk 07446936840
A 3.	14 July 2015	NELB	Office for Low Emission Vehicles Go Ultra Low City Scheme Funding Opportunity The purpose of the report is to provide an update on progress with	Transport	To be confirmed	To be confirmed	Mark Wilson Regional Transport Principal Advisor 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
			NECA's proposed bid for funding from the Go Ultra Low City Scheme (and associated Go Ultra schemes), and to request delegated authority for submission of the final bid before the deadline (currently 31st August).				
A 4.	14 July 2015	NELB	Local Sustainable Transport Fund (LSTF) Capital Package and Delegated Scheme Approval	Transport	To be confirmed	To be confirmed	Mark Wilson Regional Transport Principal Advisor mark.wilson@newcastle.gov.uk 0191 211 5679
A 5.	14 July 2015	NELB	Coast Road A1058 – Scheme Approval	Transport	To be confirmed	To be confirmed	Mark Wilson Regional Transport Principal Advisor 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
A 6.	15 September 2015	NELB	Annual Report and Accounts	Corporate issue	The draft accounts will be subject to a period of public inspection and also subject to review by the External Auditors.	Annual Report and Accounts 2014/15 Report of the External Auditor on the Statement of Accounts 2014/15	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518
A 7.	15 September 2015	NELB	Appointment of Independent Person (Governance Committee)	Corporate issue	To be confirmed	To be confirmed	Vivienne Geary Monitoring Officer viv.geary@northtyneside.gov.uk
A 8.	17 November 2015	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.	To be confirmed	Paul Woods Chief Finance Officer paul.woods@northtyneside.gov.uk 07446936840
A 9.	19 January 2016	NELB	Budget 2016/17 and Transport Levies	Corporate issue	The budget for 2016/17 will be subject to	Reports to NELB and other	Paul Woods Chief Finance Officer paul.woods@northtyneside.gov.uk

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
					consultation.	committees of the Combined Authority.	ide.gov.uk 07446936840
A 10.	Any future meeting	NELB	<p>Project Approvals</p> <p>This is a standing item, which will include the approval of any funding or contractual arrangement that may be necessary from NECA for projects to proceed. This includes projects where funding is allocated directly to NECA or projects where funding is approved by the NELEP Board, where the approval may also be necessary from NECA in its role as accountable body.</p>	<p>The projects could relate to any of the thematic theme areas -</p> <p>Transport;</p> <p>Economic Development and Regeneration ; or</p> <p>Employability and Inclusion.</p>	Any, where necessary.	To be confirmed	<p>Paul Woods Chief Finance Officer paul.woods@northtynes.gov.uk 07446936840</p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			The report may include information about projects approved under delegated arrangements in between formal meetings, to enable projects to proceed in a timely fashion to achieve the outcomes of the Strategic Economic Plan.				
B. Transport North East Committee (TNEC)							
B 1.	9 July 2015	TNEC	Go Ultra Low city scheme – update on the proposed NECA bid and request for a Delegated Decision to approve the final bid before the submission deadline of 31st	Transport	Widespread consultation has taken place with strategic partners in developing the proposed bid	Guidance advice from the Office for Low Emission Vehicles on the Go Ultra Low City Scheme can be found at:	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
			August Report for approval			https://www.gov.uk/government/publications/go-ultra-low-city-schemeguidelines-for-bidders	
B 2.	9 July 2015	TNEC	Transport Vision for the North East – outlining the NECA's high-level vision for transport as a basis for instigating wider public consultation Report for approval	Transport	Wide public consultation will take place following publication of the Transport Vision	To be confirmed	Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk 0191 211 5679
B 3.	9 July 2015	TNEC	Transport for the North - an update on the programme to improve the transport network in	Transport	To be confirmed	The Northern Powerhouse: One Agenda, One Economy, One North:	Mark Wilson Head of Transport Policy Mark.Wilson@newcastle.gov.uk

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			Northern England Report for information			document published at https://www.gov.uk/government/publications/northern-transport-strategy	0191 211 5679
B 4.	9 July 2015 And then any relevant meeting	TNEC	Transport Project Approvals. This is a standing item, which will include the approval of any funding or contractual arrangement that may be necessary from NECA for projects to proceed. This involves projects where funding has previously been approved by the	Transport	To be confirmed	To be confirmed	Paul Woods Chief Finance Officer paul.woods@northtyne.gov.uk 07446936840 and 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
			Local Transport Body and where the approval may also be necessary from TNEC, on behalf of NECA in its role as accountable body. Report for approval				
B 5.	9 July 2015	TNEC	QCS Programme Update The purpose of this report is to provide an update on the QCS Programme and Workstreams.	Transport	The report has been prepared through Nexus's internal reporting arrangements.	To be confirmed	Tobyn Hughes Managing Director (Transport Operations) tobyn.hughes@nexus.org.uk 0191 203 3246
B 6.	9 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 7.	9 July 2015	TNEC	Rail Update	Transport	The report has been prepared	To be confirmed	Tobyn Hughes Managing Director

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			The purpose of this report is to update members on new announcements and other developments affecting the rail network within the North East Combined Authority area, as well as rail links from the region to other areas of the United Kingdom.		through Nexus's internal reporting arrangements.		(Transport Operations) tobyn.hughes@nexus.org.uk 0191 203 3246
B 8.	Annually	TNEC	Discharge of Transport Functions by Durham County Council. The report provides an update on the discharge of delegated functions at Durham County Council.	Transport	The report refers to the discharge of delegated functions by officers in Durham County Council in consultation with the relevant cabinet	The North East Combined Authority Constitution The North East Combined Authority Deed of Operation dated the 29th April 2014.	Adrian J White Head of Transport and Contract Services Durham County Council adrian.white@durham.gov.uk 03000 267455

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
					portfolio holder and its contents have already been noted by the Cabinet of Durham County Council.		
B 9.	Annually	TNEC	<p>Northumberland County Council – Public Transport Activity Report on Delegated Functions 2014</p> <p>The report provides an update on the discharge of delegated functions at Northumberland County Council.</p>	Transport	To be confirmed	To be confirmed	<p>Stuart McNaughton Principal Transport Policy Officer Northumberland County Council stuart.mcnaughton@northumberland.gov.uk 01670 624 104</p>
B 10.	Quarterly	TNEC	<p>Capital Programme 2014/15 – Quarter 3 Monitoring Report</p>	Corporate issue	Consultation on 2014/15 capital	NECA Budget and Capital Programme	<p>Eleanor Goodman Senior Accountant eleanor.goodman@new</p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			This report provides the Transport North East Committee 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.		programme with Treasurers and Chief Executives, and capital programme agreed by Leaders in April 2014.	2014/15	castle.gov.uk 0191 277 7518
B 11.	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	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
			agencies for 2014/15 are being managed. This is a requirement of the NECA constitution and is a function delegated to TNEC.				
B 12.	24 November 2015	TNEC	Draft budget 2016/17 and transport levies	Corporate issue/ Transport	To be confirmed	To be confirmed	Paul Woods Chief Finance Officer paul.woods@northtyne.gov.uk 07446936840
C. Transport North East (Tyne and Wear) Sub-Committee (TWSC)							
C 1.	9 July 2015	TWSC	Monitoring Nexus' Performance 2014/15 and 2015/16 The purpose of these reports is to advise TWSC of	Transport	The report has been prepared through Nexus corporate performance reporting arrangements.	To be confirmed	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
			Nexus corporate performance in respect of service and project delivery such that the Sub-Committee exercises the monitoring and oversight functions in respect of Nexus activities delegated to it from the NECA Leadership Board.				
C 2.	9 July 2015	TWSC	Nexus Strategic Risks 2015/16 The purpose of this report is to provide an update to TWSC of the strategic risks identified by Nexus for 2015/16.	Transport	The report has been prepared through Nexus internal reporting arrangements.	To be confirmed	Tobyn Hughes Managing Director (Transport Operations) tobyn.hughes@nexus.org.uk 0191 203 3246
C 3.	9 July 2015	TWSC	Nexus Policy Framework	Transport	The report has been prepared	To be confirmed	Tobyn Hughes Managing Director

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			The purpose of this report is to review Nexus policies to develop a comprehensive framework for approval by the NECA.		through Nexus internal reporting arrangements.		(Transport Operations) tobyn.hughes@nexus.org.uk 0191 203 3246
C 4.	9 July 2015	TWSC	Go Smarter update - outlining progress with the programme to promote sustainable travel to schools and workplaces within Tyne and Wear Report for information	Transport	To be confirmed	To be confirmed	Melanie Carls LSTF Programme Manager Melanie.Carls@newcastle.gov.uk 0191 2116023
C 6.	9 July 2015	TWSC	Nexus Governance Arrangements The purpose of this report is to detail	Transport	The report has been prepared through Nexus's internal	TWSC Report – 26 February 2015 on Nexus Governance Arrangements	Tobyn Hughes Managing Director (Transport Operations) tobyn.hughes@nexus.org.uk

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			Nexus's proposed changes to its internal governance structures.		reporting arrangements		0191 203 3246
C 7.	9 July 2015	TWSC	<p data-bbox="703 630 1003 769">End Date of Current Metro Concession (confidential report)</p> <p data-bbox="703 802 1003 1110">The purpose of this report is to seek endorsement for the proposed end date of the current concession and to provide options for the future concession.</p> <p data-bbox="703 1143 1003 1349">The report will be exempt from the publication by virtue of Part 1 of Schedule 12A of The Local</p>	Transport	The report has been prepared through Nexus's internal reporting arrangements	To be confirmed	<p data-bbox="1680 630 2026 792">Tobyn Hughes Managing Director (Transport Operations) tobyn.hughes@nexus.org.uk</p> <p data-bbox="1680 792 2026 834">0191 203 3246</p>

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			Government Act 1972 because it is likely to include commercially sensitive information relating to the Metro Concessionaire.				
C 8.	9 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
C 9.	9 July 2015	TWSC	Petition – Metro Travel Pass – Time of Use	Corporate issue/ Transport	To be confirmed	Petition	Vivienne Geary Monitoring Officer viv.geary@northtyneside.gov.uk
C 10.	17 September 2015	TWSC	Publicity, Marketing and Promotions Policy The purpose of the report is to seek approval for the Nexus policy on all	Transport	The report has been prepared through Nexus's internal reporting arrangements	To be confirmed	Tobyn Hughes Managing Director (Transport Operations) tobyn.hughes@nexus.org.uk 0191 203 3246

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			publicity related activity as the first step in developing the policy framework				
C 11.	Quarterly	TWSC	<p data-bbox="707 699 1003 800">Tyne Tunnel Update (confidential report)</p> <p data-bbox="707 833 1003 1044">The report will provide an update for Members on the operation and management of the Tyne Tunnel</p> <p data-bbox="707 1076 1003 1344">The report will be exempt from the publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of The Local Government Act</p>	Transport	To be confirmed	To be confirmed	Michael Murphy Engineer to the Tyne michael.murphy@newcastle.gov.uk 0191 211 5950

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			1972				
C 12.	Quarterly	TWSC	<p>Metro Performance Update</p> <p>It is recommended that the Committee note the report and measures in place to improve Metro performance.</p>	Transport	To be confirmed	To be confirmed	<p>Tobyn Hughes Managing Director (Transport Operations) tobyn.hughes@nexus.org.uk 0191 203 3246</p>
D. Governance Committee							
D 1.	10 July 2015 and every meeting	Governance Committee	<p>Internal Audit Progress Report</p> <p>The report provides an update on the outcomes from internal audit activity and progress against the delivery of the internal audit plan.</p>	Corporate Issue	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Internal Audit Plan, Final Internal Audit Plan	<p>Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council Philip.slater@newcastle.gov.uk 0191 211 6511</p>

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D 2.	10 July 2015	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 Philip.slater@newcastle.gov.uk 0191 211 6511
D 3.	10 July 2015	Governance Committee	Internal Audit Plan for 2015/16	Corporate issue	To be confirmed	To be confirmed	Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council Philip.slater@newcastle.gov.uk 0191 211 6511
D 4.	10 July 2015	Governance Committee	Review of the Draft Annual Accounts/ outturn position	Corporate issue	To be confirmed	To be confirmed	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518

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D 5.	10 July 2015	Governance Committee	Draft Annual Governance Statement	Corporate issue	To be confirmed	To be confirmed	Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council Philip.slater@newcastle.gov.uk 0191 211 6511
D 6.	10 July 2015	Governance Committee	Internal Audit Progress Report	Corporate issue	To be confirmed	To be confirmed	Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council Philip.slater@newcastle.gov.uk 0191 211 6511
D 7.	11 September 2015	Governance Committee	Annual Report and Accounts	Corporate issue	To be confirmed	To be confirmed	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518
D 8.	11	Governance	External Auditor's	Corporate	To be	To be	Philip Slater

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
	September 2015	Committee	Report	issue	confirmed	confirmed	Audit, Risk and Insurance Service Manager Newcastle City Council Philip.slater@newcastle.gov.uk 0191 211 6511
D 9.	11 September 2015 and 11 December 2015	Governance Committee	Internal Audit Progress Report	Corporate issue	To be confirmed	To be confirmed	Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council Philip.slater@newcastle.gov.uk 0191 211 6511
D 10.	11 December 2015	Governance Committee	Annual Audit Letter	Corporate issue	To be confirmed	To be confirmed	Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council Philip.slater@newcastle.gov.uk 0191 211 6511

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D 11.	11 December 2015	Governance Committee	Draft budget 2016/17 and Transport Levies	Corporate issue	This report will form part of the consultation process	To be confirmed	Paul Woods Chief Finance Officer Paul.Woods@northtyne.gov.uk 07446936840
D 12.	11 December 2015	Governance Committee	Budget Update 2015/16 A report for on proposals for the 2016/7 budget.	Corporate issue	The budget would be subject to a period of detailed consultation	To be confirmed	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518
D 13.	12 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, with an explanation of any changes which may have been introduced,	Corporate issue	To be confirmed	Code of Practice on Local Authority Accounting 2014/15	Eleanor Goodman Senior Accountant eleanor.goodman@newcastle.gov.uk 0191 277 7518

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			and an update on changes to the Code of Practice on Local Authority Accounting. Governance Committee will be asked to approve the policies.				
E. Governance Sub-Committee							
	No scheduled meetings						
F. Overview and Scrutiny Committee (O&S)							
F 1.	21 July 2015	O&S	Policy Review: Transport related barriers to employment To take evidence for a scrutiny policy	Transport	To be confirmed	To be confirmed	Karen Brown Scrutiny Officer karen.brown@sunderland.gov.uk 0191 561 1004

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			review in relation to the Go Smarter project - outlining progress to promote sustainable travel to schools and workplaces				
F 2.	21 July 2015	O&S	NECA Devolution Proposals Update To receive feedback from the stakeholder sessions held in March 2015	All	Regional stakeholders, MPs, scrutiny committee	NECA devolution prospectus	Karen Brown Scrutiny Officer karen.brown@sunderland.gov.uk 0191 561 1004
F 3.	21 July 2015	O&S	Financial Monitoring Update – Outturn 2014/15 The budget and capital programme for the 2014/15 was subject to consultation during the year and regular update reports to the Leadership	Corporate matter	To be confirmed	To be confirmed	Karen Brown Scrutiny Officer karen.brown@sunderland.gov.uk 0191 561 1004

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			Board				
F 4.	21 July 2015	O&S	Forward Plan and Scrutiny Work Programme To receive the Forward Plan and update the annual scrutiny work programme for 2015/16	Corporate matter	To be confirmed	To be confirmed	Karen Brown Scrutiny Officer karen.brown@sunderland.gov.uk 0191 561 1004
G. Economic Development and Regeneration Advisory Board (EDRAB)							

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Work Programme 2015/16

Date	Items	Lead Officer	Informal Briefings / Development Days
22 nd June (Durham)	Appointment of Chair & Vice-Chair	Viv Geary	13 th July – CfPS Development Session
	NELEP annual report 2104/15	Bob Paton	
	NELEP overview of funding	Paul Woods	
	Scope of Policy Review – Transport related barriers to employment	John Bourn	
	Forward Plan & Work Programme	Karen Brown	
21 st July (Sunderland)	Policy Review – Local Sustainable Transport Funded Projects	Project Managers	
	NECA Devolution Proposals Update	Caroline Winter	
	Financial Monitoring Update – Outturn 2014/15	Paul Woods	
	Forward Plan & Work Programme	Karen Brown	
8 th September (Gateshead)	Thematic Lead Update	Thematic Lead	
	Consultation on Transport Vision	MW	
	Policy Review Evidence Gathering		
	Forward Plan & Work Programme	KB	
20 th October (Newcastle)	Transport Thematic Lead Update		
	Policy Review Evidence Gathering		
	Forward Plan & Work Programme	KB	
Extra mtg December tbc	Draft Budget 2016/17	Paul Woods	
	Nexus Performance update		
	Draft Transport Plan		
9 th February (South Tyneside)	Economic Development Thematic Lead Update	Thematic Lead	
	Policy Review Draft Report		
	Forward Plan & Work Programme	KB	
22 nd March (North Tyneside)	Employability and Skills Thematic Lead Update		
	Policy Review Final Report		
	Forward Plan & Work Programme	KB	

In addition to the schedule items, the following items will be included in the work programme.

Shared Services	Opportunities for sharing the delivery of services between authorities. This could involve reviewing the progress currently being made with the sharing of services across the seven authorities within the NECA three key priority areas.
Apprenticeship	Provision across the Combined Authority area.
Strategic Planning Frameworks	Partnership and collaboration in joining up local development planning frameworks to support devolved decision making

