

## North East Combined Authority, Overview and Scrutiny Committee

Tuesday 9th February, 2016 at 2.00 pm

Meeting to be held at Jarrow Town Hall, South Tyneside Council, Town Hall, Jarrow, Tyne & Wear, NE32 3LE

[www.northeastca.gov.uk](http://www.northeastca.gov.uk)

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## AGENDA

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	<b>Page No</b>
1. <b>Apologies for absence</b>	
2. <b>Declarations of Interest</b>	
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. <b>Minutes of previous meeting held on 1 December 2015</b>	<b>1 - 8</b>
4. <b>Policy Review : Transport Barriers - evidence from T&amp;W PTUG</b>	<b>9 - 18</b>
5. <b>Economic Development Update</b>	<b>19 - 26</b>
6. <b>Transport Manifesto</b>	<b>27 - 56</b>
7. <b>Forward Plan &amp; Work Programme</b>	<b>57 - 96</b>
8. <b>Date and time of next meeting</b>	
2:00pm on Tuesday 22 march 2016 - North Tyneside Council TBC	

Contact Officer: Brenda Joyce Tel: 0191 2116144 E-mail: [Brenda.joyce@newcastle.gov.uk](mailto:Brenda.joyce@newcastle.gov.uk)

**To All Members**

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## North East Combined Authority, Overview and Scrutiny Committee

1 December 2015

Meeting held North Tyneside Council, Quadrant, The Silverlink N, Cobalt Business Park, Newcastle upon Tyne, Tyne and Wear NE27 0BY

### **Present:**

Councillor: Eagle (Chair)

Councillors: Crute, Dillon, Eagle, Glindon, Graham, A Lower, Maxwell, Meling, S Pearson, Pidcock and Snowdon

### **25 APOLOGIES FOR ABSENCE**

Apologies were received from the chair, Councillor Wright and Councillors Armstrong and Flux.

Councillor Eagle (in the chair) welcomed members, the Mayor of North Tyneside and the leaders of South Tyneside and Sunderland Councils to the meeting. He went on to also welcome officers from Nexus and Deutsche Bahn Regio Tyne and Wear Ltd (DBTW).

### **26 DECLARATIONS OF INTEREST**

The Chair advised that the NECA Monitoring Officer had granted dispensation to enable him to be a representative and to participate in discussions of the Overview and Scrutiny Committee.

### **27 MINUTES OF PREVIOUS MEETING HELD ON 20 OCTOBER 2015**

The minutes of the previous meeting were agreed as a correct record.

### **28 DEVOLUTION UPDATE**

Submitted: Report of the Head of Paid Service (previously circulated copy attached to official minutes) to update Committee on the negotiations with Government and proposed devolution agreement signed by the NECA Leadership Board and the Chancellor and Commercial Secretary on 23 October 2015.

Iain Malcolm (Leader of South Tyneside Council), Norma Redfern (Mayor of North Tyneside Council) and Paul Watson (Leader of Sunderland City Council) were present for this item.

The proposed agreement for devolution provided for the transfer of significant powers for employment and skills, transport, housing, planning, business support and investment from central government to the North East. It also paved the way for further devolution over time, and for the reform of public services, including health and social care.

Adam Wilkinson (Head of NECA Paid Service) apologised for not attending the last meeting of the Overview and Scrutiny Committee and went on to present the report. The report included progress to date and outlined the next steps in the process for NECA and the constituent authorities, including the approach to public and stakeholder consultation and implementation planning.

Final agreement was conditional on a range of factors set out in the agreement: the legislative process, the Spending Review, further public consultation, agreement by the constituent councils, and formal endorsement by the Leadership Board and Ministers early in the New Year.

NECA and the constituent councils would continue to consult on the proposals into the New Year.

Attendees discussed the different approaches taken by constituent local authorities (LAs) with regard to consultation with residents. Durham County Council was undertaking a full postal consultation. Other methods of consultation across the region included community newsletters, stakeholder exercises and events. It was considered by a member that a consistent approach could have lessened the risks and delivered a consistent message back to Whitehall.

With regard to the actual signed Devolution Agreement, this was seen as a 'heads of terms' mechanism for going forward with other discussions. With regard to accountability going forward, it was hoped that the scrutiny arrangements would remain as now. Although the agreement was a significant milestone, there was much more work still to be done. The Chief Finance Officer advised that the proposals were for devolution down from central government and was not wholesale change to local government provision of services.

The leaders and Elected Mayor present considered that the major hurdles to moving forward with devolution were finance, governance (ie. an elected mayor) and legal issues (the wording of the Bill).

It was anticipated that some elements of devolution would take place from 2016 but progressing to the next phase was dependent on a range of factors, including the Spending Review announcement on 25 November and the passage of the Cities and Local Government Devolution Bill through Parliament (with Royal Assent expected before Christmas).

However, progression was also dependent on the seven LAs endorsing the agreement before the NECA Leadership Board considered whether to formally endorse the proposed agreement. At this point the Monitoring Officer confirmed that the current Bill proceeding through Parliament specified that if one local authority did not proceed, then that authority could be omitted, but only one.

The Leadership Board members present stated that if there was to be an elected mayor then s/he would have to be responsible to the local authority leaders. Since before the referendum for an elected regional assembly in 2004, there had been a level of expectation of some devolution in the North East. Many residents were not opposed to self-determination although it was thought that there would be some division on an elected mayoral system. The powers and responsibilities would have to be weighed up against a new governance structure. The Government was insistent that a new fiscal model from 2017 was completely predicated on an elected mayor model. The Leadership Board representatives wanted to create a system where the mayor was not 'all powerful' and had to work with the seven LAs. The LAs would want to be able to block the budget of the elected mayor and each leader would have influence by being a portfolio holder in the cabinet.

The representatives of the Leadership Board would want an elected mayor to prepare a vision for the North East that all residents could sign up to - civil society had to play a part in shaping the mayoral vision.

The elected mayor's vision would need to have been implemented by the time of the next election. The mayor would not be able to deliver without the backing of the constituent local authorities and s/he would have to demonstrate that they were listening. The local authorities would provide the elements of checks and balances on an elected mayor. However, an elected mayor would have to be allowed to implement the manifesto s/he was elected on. Checks and balances could stop some of the excesses.

The Leadership Board representatives considered that the North East should stay on this journey until everyone could see exactly what was on offer from the government.

Fiscal devolution was crucial for the local authority leaders to help shape the future of the region particularly in relation to transport and potential investment in the Metro, buses, airports and ports.

Members discussed issues around public perceptions and the fact that it appeared that none of their residents wanted an elected mayor. There was no local evidence that the public supported this proposed model of governance.

The Chief Financial Officer stated that the North East was attracting jobs and inward investment and, as such, had been able to respond to government in a positive manner. A directly elected mayor for the CA area would be a very different model to what was currently known; the role was about skills and investment in the region and it was therefore important to get the constitution right, with Overview and Scrutiny written into the checks and balances processes.

Members expressed further concern about consulting with the public, not just political groups, and the possibility of a referendum.

The political leaders emphasised again that their authorities had to exist within the mandate that they have and that further discussions would be crucial. The CA provided an opportunity to increase economic capacity and to operate on a global level. Decisions would be better made locally. With regard to business rates this

would be a national initiative and subject to the views of businesses. A bill was going through parliament at the moment which included information on a precept to cover the directly related costs of a mayor.

An implementation plan would be developed over the coming weeks to ensure that arrangements were in place to enable NECA to deliver on the proposals if they were formally agreed in the New Year. This would include establishing the appropriate capacity to progress the various workstreams related to the devolution agenda and the allocation of lead roles across the themes of the proposed agreement. Discussions with Government officials were also continuing in order to support this work.

**RESOLVED** – members agreed to receive appropriate devolution updates in a timely fashion; updates to be included on the Overview and Scrutiny Committee work programme. Committee members would look forward to meeting the other four local authority leaders in the future.

## 29 **NEXUS PERFORMANCE**

Submitted: Report of Director of Rail and infrastructure, Nexus (previously circulated copy attached to official minutes) to provide an update on performance issues regarding the Tyne & Wear Metro, and also to allow the Overview and Scrutiny Committee to review Metro services during the Great North Run.

Tobyn Hughes and Raymond Johnson (Nexus), Sharon Kelly and Emma Brown (DB Regio Tyne and Wear) were present for this item.

Tobyn Hughes introduced the reports. At the Transport North East (Tyne and Wear) Sub-Committee on 17<sup>th</sup> September 2015, the members of that committee requested that the Scrutiny Committee be asked to provide an independent scrutiny of the issues with the performance of the Metro, particularly following performance on the day of the Great North Run.

The report provided general performance information including overall performance of the Metro system and as breakdown of influences on performance. With regard to penalties levied on DBTW in respect of train operations, to the end of period 6 of this financial year amount to £0.136m. Penalties levied during the whole of the prior year amounted to £0.271m.

Appendix 1 to the report provided Nexus's review into the delivery problems experienced on the Metro during the 2015 Great North Run (GNR).

Nexus and DBTW acknowledged that the service delivered on the day of the GNR was appalling and officers were devastated by the service provided. This was considered a catastrophic failure which had brought shame on the companies and the region. No decision had yet been taken on the Metro contract which ran until March 2017 although it was stated that the contract document was very complex.

## Members' questions and comments

- Overview and Scrutiny Committee suggested that a tenth recommendation be added to the Nexus report to clearly state that the public had to be kept updated and informed of what was going on.
- It was acknowledged that the Metro Facebook page was a challenge and that there had been problems keeping it up to date. DBTW were looking to identify a solution going forward.
- DBTW was reliant on overtime volunteer drivers for special events. Although only 12 drivers could be trained per year, in the last year 24 had been bought on and a further 8 were expected over the next few months.
- A member stated that the situation on GNR day was completely inexcusable and asked what sanctions had been applied as a result.
  - T Hughes stated that this was considered a catastrophic failure which had brought shame on the companies and the region. No decision had yet been taken on the Metro contract which ran until March 2017; however, there was potential for an extension and it was acknowledged that the contract document was very complex.
- In response to a question about the possibility of any connection with the complex management arrangements, the following further information was provided:-
  - On behalf of NECA, Nexus owned the Metro System including depots, trains tracks and stations.  
In 2010 Nexus let an operating concession through OJUE for the operation of the trains, employment of drivers and controllers, customer services and marketing.  
The contract was won by DB Reggio which was at that time owned directly by the German state.  
Performance penalties are included in the delivery model.  
The company was subsequently acquired by Arriva.
- The Metro 'timetable' was extremely complex and similar to a computer programme. As such, operations required specialist expertise.
- A series of planning meetings were held up to GNR 2015 but there had been a failure to communicate that the timetable was compliant, or not, in respect of the operating system. It had been anticipated that service provision would be the same as last year.

The Chair thanked Nexus and DBTW officers for their attendance and willingness to be open.

With regard to the autonomy of the Overview and Scrutiny Committee, the Scrutiny Officer reminded members that the Transport North East (Tyne and Wear) Sub-Committee had requested that the Scrutiny Committee be asked to provide independent scrutiny of the issues with the performance of the Metro on the day of the GNR.

30 **DRAFT BUDGET 2016/17**

Submitted: Report of the Chief Finance Officer (previously circulated copy attached to official minutes) seeking the views of Overview and Scrutiny Committee on proposals for the 2016/17 NECA budget, as part of the consultation process.

The budget proposals for 2016/17 were set out in the reports and appendices for transport and non-transport activity. (A summary report on the Draft 2016/17 Budget presented to the Leadership Board on 17 November, the more detailed report on the Tyne and Wear Transport Budget presented to the Tyne and Wear Sub-Committee on 24 November and an extract from the TNEC report covering Transport costs in Durham and Northumberland were attached as appendices).

The Chief Finance Officer advised that consultation was required at this time to meet the statutory obligations around transport in January 2016, although not all of the information needed to complete the budget was currently available. Overview and Scrutiny Committee was asked to consider the proposals and provide comments which would be taken into account as part of the consultation process.

The budget process was slightly different this year due to uncertainties around the spending review and the potential of additional spending coming in through the devolution agenda. At this stage the intention was to implement a one year budget. If the region was to go down the route of having a directly elected mayor this would be from March 2017; the elected mayor's first budget would therefore be 2018/19.

The Chief Finance Officer informed Overview and Scrutiny that the Transport North East subcommittee had commented that more alignment had been expected on transport policy and that this should be reflected in the March version of the report. Further details on grant funding and financial and governance implications associated with the devolution agreement would also be included in future versions.

Following a remark about the Swans Wet Berth infilling Local Growth fund project, the figure of £18m would be checked.

A member raised the issue of the potential loss of funding associated with the Quality Contracts Board results. The Chief Finance Officer advised that there were other opportunities to bridge some of the gap and that the intention was to look at strategic options over the next 12 months.

31 **POLICY REVIEW : TRANSPORT RELATED BARRIERS TO EDUCATION, EMPLOYMENT AND TRAINING**

Submitted: Report of the NECA Monitoring Officer (previously circulated copy attached to official minutes) to consider written evidence submissions for the policy review of transport related barriers to education, employment and training.

The policy review would contribute to the North East Transport Plan (estimated completion date October 2016). The Plan would specifically be delivering 'More and Better Jobs'. This written evidence had been submitted following a Call for Evidence issued during the summer.

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

- (a) Training providers / educational establishments – 4
- (b) Members of the Public – 11
- (c) Commuters – 16
- (d) Travel Advisors – 2
- (e) Voluntary Groups – 6
- (f) Providers – 1

The written evidence set out in the report Appendix would be analysed fully in the formation of conclusions for the review. It was also proposed to hold a Policy Review Inquiry Day in the next few months to allow for a full discussion on the issues raised in both the oral sessions and the written submissions. Witnesses and relevant stakeholders would be invited to participate in this session.

The NECA Communications Team had organised the consultation and the call for evidence had been publicised in the local press and on the seven local authority websites.

Members noted that there were no public responses to the consultation from Newcastle or Gateshead. This was possibly due to the fact that there was a greater strength of feeling from rural areas. However, specific areas could be targeted to attend the Inquiry Day if members considered this an appropriate way forward.

It was pointed out that parts of Newcastle were not easy to reach and members agreed to invite representatives of Castle Ward to the Inquiry Day.

**RESOLVED** – That Scrutiny Committee received the written evidence to contribute towards the policy review and agreed to hold an Inquiry Day to carry out further stakeholder engagement.

## 32 **FORWARD PLAN & WORK PROGRAMME**

Submitted: Report of the Monitoring Officer (previously circulated copy attached to official minutes) which incorporated a copy of the NECA Forward Plan and the updated Scrutiny Annual Work Programme for 2015/16.

The Scrutiny Officer advised that the report provided Members with an opportunity to consider the items for the current 28 day period and to review the work programme.

The work programme would be updated to reflect the budget discussions and the transport update.

**RESOLVED** – That the work programme and the NECA Forward Plan in relation to the development of the Committee's work programme be received.

## 33 **DATES AND TIME OF NEXT MEETING**

2:00pm Tuesday 9 February 2016, Jarrow Town Hall

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## North East Combined Authority

### Overview and Scrutiny Committee

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**DATE:** 9<sup>th</sup> February 2016

**SUBJECT:** Transport Related Barriers to Education, Employment and Training: Evidence from the Tyne & Wear Public Transport Users Group

**REPORT OF:** Monitoring Officer

#### **EXECUTIVE SUMMARY**

The purpose of this report is to consider evidence from the Tyne & Wear Public Transport Users Group for the policy review of transport related barriers to education, employment and training.

This evidence was submitted following a Call for Evidence issued during the summer and members will have the opportunity to meet representatives from the Group to discuss the evidence in more detail.

#### **RECOMMENDATIONS**

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

# North East Combined Authority

## Overview and Scrutiny Committee

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### 1. Background Information

- 1.1 The North East Combined Authority Scrutiny Committee is undertaking a review to further understand the impact of transport in the combined authority area and, in particular, any problems people face which are preventing them from getting into employment, travelling to work, school or college.
- 1.2 The terms of reference for the inquiry are:
- An assessment of current transport projects to help people get to interview, jobs, training etc.
  - The potential impact of future spending cuts and how to maintain accessibility of public transport
  - An assessment of the different problems across the NECA area (Durham, Newcastle, Gateshead, Sunderland, South Tyneside, Northumberland, North Tyneside) (e.g. the particular needs of rural areas).
- 1.3 The review will seek to generate debate around how to provide services to people who rely on public transport to get to work and training.

### 2. Call for Evidence

- 2.1 The Scrutiny Committee has been taking oral evidence at formal scrutiny meetings, and in order to ensure that a wide range of interested parties could submit evidence to the review, a Call for Evidence was issued to individuals and organisations to submit written evidence to the Scrutiny Committee.
- 2.2 The Call for Evidence was intended to provide members of the community with the opportunity to submit their views, opinions and experiences. General comments were invited and, additionally, specific questions were posed as follows:
- (a) The accessibility of public transport (i.e. whether people can travel at reasonable cost, in reasonable time and with reasonable ease)?
  - (b) The availability of public transport and the extent to which it is adequate to access employment sites?
  - (c) What alternative transport approaches could be considered to support people being actively engaged in work?

# North East Combined Authority

## Overview and Scrutiny Committee

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### **3. Next Steps**

- 3.1 The full set of written evidence was published at the last meeting.
- 3.2 Following receipt of the written submissions, the Tyne & Wear Public Transport Users Group has been invited to discuss their written submission (attached as Appendix A) with the Scrutiny Committee.

### **4. Potential Impact on Objectives**

- 4.1 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. While NECA protected transport services again in 2016/17 from the impact of Government cuts in revenue grant funding, it is important to note that significant cuts in the Transport Budget for services will need to be made from 2017/18 onwards. A review of Tyne and Wear transport services will be carried out in the first half of 2016 with an extended period of consultation on the proposals prior to decisions being made in 2017. This review will take into account available information on views about transport services.

### **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.

# North East Combined Authority

## Overview and Scrutiny Committee

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### 7.5 Crime and Disorder

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

### 7.6 Environment and Sustainability

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

## 8. Background Documents

8.1 Scrutiny Committee Policy Review Scoping Report 22<sup>nd</sup> June 2015

## 9. Links to Plans in the Policy Framework

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

## 10. Appendices

Evidence Submitted to the Call for Evidence

## 11. Contact Officers

Karen Brown, Scrutiny Officer [karen.brown@sunderland.gov.uk](mailto:karen.brown@sunderland.gov.uk)

## 12. Glossary

Living Streets - the UK charity for everyday walking, supporting a walking nation where people of all generations enjoy the benefits that walking brings, on streets fit for walking.

## 13. Sign Off

Monitoring Officer ✓

Head of Paid Service ✓

Chief Finance Officer ✓

## North East Combined Authority Overview and Scrutiny Committee Consultation

### A submission from the Tyne and Wear Public Transport Users Group

#### 1. Introduction

- 1.1 Tyne & Wear Public Transport Users Group was formed in November 2010. We are a voluntary grouping of individuals and representatives from various organisations across Tyne and Wear. Our main interests are in improving the quality, quantity and availability of Public Transport services for the general public here in the North East. Most of our work is within Tyne & Wear, but we are also interested in issues over the wider region. Over the past year we have taken an increasing interest in the organisation of integrated transport elsewhere in Europe and believe that there are lessons for us all if we understand how things are managed in other parts of the world.
  - 1.2 We believe that cheap and attractive public transport is a key part of any solution to the problems of environmental damage and pollution. We believe that a public transport system must also satisfy the needs of pedestrians and cyclists.
  - 1.3 We seek to influence the bus and rail companies, as well as Nexus and the Integrated Transport Authority, and to encourage car owners to switch to public transport. We support simpler (and cheaper) fares, better integration of transport modes, improved recognition of the needs of cyclists and pedestrians, proper adaptations to enable all individuals to use public transport, and the development of affordable park and ride schemes.
  - 1.4 Our management committee, who take responsibility for this report, is made up of representatives drawn from a wide range of organisations with an interest in public transport. Individuals also take part in our work through a developing network of local groups.
  - 1.5 Further details of our work can be found on our website <http://www.twptug.org.uk/>. We welcome to our membership all groups and individuals who share our aims.
2. The North East Combined Authority have called for evidence about the accessibility and availability of public transport in the area and in particular whether people face any problems which prevent them from getting to work, school or college. Request for evidence about 3 specific issues
- Whether people can travel at reasonable cost, in reasonable time and with reasonable ease
  - The extent to which public transport gives adequate access to employment sites
  - What alternative transport approaches could be considered that would support people into permanent employment

### **3 Preamble**

- 3.1 We've seen a number of marginal changes to bus services over the past years that have all made it more difficult for some people to get to work. The changes have included lessening frequencies or removal of services in some areas covered by the Combined Authority.
- 3.2 To add to these changes in service we have also noted a change in views from passengers, and potential passengers, to the effect that both buses and metro are not reliable and note the amount of anecdotal evidence that this is encouraging people to use cars to get to work.
- 3.3 We welcome the work being done to make the Metro more reliable and the increased emphasis on improving conditions for cyclists. However both require more work and further resources.
- 3.4 The concept of a proper transport network in which all modes/operators work together rather than competing for passengers and where the fare structure is both simple and consistent is, we believe, the key to meeting the needs of people travelling to work, school or college. Only a network will allow provision to be made that is properly comprehensive and does not simply serve only the largest flows of people.
- 3.5 Public transport does not work in a vacuum. It needs to be an integral part of the planning system. We believe that all planned developments, both for housing and industry, need to be served by proper public transport from the very start and that planning permission should be refused if they do not include this provision.

### **4. Question One: Can people travel at reasonable cost, in reasonable time and with reasonable ease?**

- 4.1 In answering this question we draw the attention of the committee to:
- The fact that fares have increased at above the rate of inflation for a number of years. It seems to us that, in many cases, the marginal cost of using a car to get to work is now lower than bus fares. Increased use of cars has implications for both the environment and a wide range of external costs that also need to be met by public authorities.
  - As the bus operators have withdrawn what they regard as uneconomic services an increasing burden has fallen on NEXUS to secure both routes and timetables. We are aware that, given cuts in local authority budgets, this could become an increasingly difficult task in the future. The loss of services and connections has hit hard in particular areas. We are aware that, for example, people in Wideopen and Seaton Burn feel strongly that it is no longer easy for them to use buses and that the services they do have only serve a limited range of destinations. There will be many other examples.
  - Our view is that the simple existence of a bus service does not mean that it will meet the needs of people. We noted that in a recent dispute, by employees at the Barbour warehouse, on South Tyneside one of the issues related to the timing of buses. It was said by the employees that

even if buses were available to and from the site there would be problems for individuals who wished to make onward connections. Bus routes need to be appropriately designed to ensure that work places are on bus routes and timetables need to be constructed to meet the needs of workers and their need for onward connections.

- The considerable distances that people now have to travel to work and the associated costs of that travel. Many people change jobs many times in the course of their working life whilst living in the same house or district where they have a range of social and familial links. If people are to be able to take advantage of the whole range of employment, and other, opportunities on offer they need to be able to travel speedily and economically between their home and as many potential workplaces as is possible.
- The general lack of detailed information about the connections that need to be made and the problems faced by individuals.

#### 4.2 We think that a useful start could be made by:

- Carrying out an audit of all major areas of employment to ascertain both the problems faced by existing public transport users and, crucially, the barriers that car drivers experience that stop them from using public transport.
- Pressing for improvements to systems that will speed up journeys. In particular we think that the proposal to open the Ashington Blyth Tyne line to passengers will be key to ensuring that South East Northumberland residents can reach jobs in Newcastle with reasonable journey times. We would support further re-openings, for example the Leamside line, extend similar advantages to County Durham. We also want to see the Metro system extended to serve Washington.

#### 5. **Question Two: To what extent does public transport give adequate access to employment sites?**

- We welcome the attempts that NEXUS and Bus Operators have made to provide services to new industrial and office sites. However our view is that these efforts are often negated by the traffic congestion which results from the many individuals who choose to use private cars for their commute. We believe that work should be done to ensure that public transport has real and effective priority in the use of roads in these areas, particularly at peak time. For example we welcome the recent decision by Stagecoach to extend some services that used to terminate in Wallsend to new termini at Silverlink and Cobalt. However our experience is that, at peak times, the roads in these areas are clogged with cars. As a result the new bus connections are likely to be slow and will not entice car drivers to abandon their vehicles for public transport. A similar phenomenon seems to have existed on Team Valley for many years.
- We recommend that NECA ensure that a mapping exercise is carried out of public transport serving the increasing number of out of town business parks. It is important to ascertain what current transport connections

currently exist to enable access to employment at these business parks. Once an effective set of links are established targeted marketing campaigns may be required.

- In the future, wherever a new business park is planned, NECA needs to ensure that public transport connections are mapped so that there is not a mismatch between the site and the locations that people are coming from to work there.
- We note the success of the Metro system and its growing ridership. We think that it should be a priority to look at extending the Metro system to cover all of the main employment generators.

**6. Question Three: What alternative transport approaches could be considered that would support people into permanent employment?**

- We are sceptical about the impact of a number of so-called alternative schemes and the value for money that they provide. For example we haven't seen evidence that convinces us that car share schemes really work.
- It is important that particular support is given to ensure that affordable fares are offered to all but we think that the highest importance should be given to making sure that specific deals are on offer to college students, apprentices and trainees, and to the lower paid.
- As we have said in our introduction, further work needs to be done to look at the barriers that prevent people from cycling or walking to work or college.
- We strongly support the work done by NEXUS with stakeholders, including TWPTUG, to improve the integration of cycling with Metro. This included work on schemes to enable people to travel to work at business parks by Metro and then collect a bicycle parked safely at the Metro station to travel the final part of the journey to the business park, safely park the bike at work and reverse the journey to travel home. These schemes must be prioritised for funding and publicity, and also need to include links to bus services.
- We recommend that NECA continue the whole range of work started by NEXUS with stakeholders on integration of cycling with Metro, including work on the carriage of standard bicycles on Metro – with a trial due this autumn, and expand to include integration of bicycles with bus services. We have discussed with bus operators the possibility of carriage of bicycles on buses and this needs to be explored further.
- We recommend that more is done to build on the work by Living Streets in partnership with NEXUS, to focus on the experience of accessing Metro stations and bus stations and stops, and the walking routes to employment sites, eg offices, to and from public transport. This needs to include work on lighting, signage, paths and pavements for example. The

aim should be to provide an environment around transport facilities and interchanges that feel safe and secure at all time of day and night.

## **7. Conclusion**

Tyne and Wear Public Transport Users Group would welcome the opportunity to meet with the Overview and Scrutiny Committee to expand on the points we have made in this response and to offer a more general public transport users' view on transport issues in general.

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## North East Combined Authority

### Overview and Scrutiny

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**DATE:** 9<sup>th</sup> February 2016

**SUBJECT:** Economic Development and Regeneration Theme Update

**REPORT OF:** Economic Development and Regeneration Thematic Lead

#### **EXECUTIVE SUMMARY**

This report provides an update on activity and progress under the Economic Development and Regeneration theme of the Combined Authority.

#### **RECOMMENDATIONS**

The Scrutiny Committee is recommended to review progress within this thematic lead area.

# North East Combined Authority

## Overview and Scrutiny

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### 1.0 Executive Summary

- 1.1 This report provides an update on activity and progress under the Economic Development and Regeneration theme of the Combined Authority.

The Scrutiny Committee is recommended to review progress within this thematic area.

### 2.0 Economic Development and Regeneration Advisory Board (EDRAB)

- 2.1 The most recent meeting of the EDRAB was held on 18 December 2015 where the Advisory Board considered items on the regional Inward Investment function and activity, and the development of a regional investment plan/project pipeline for the NECA area. Updates on both and the views of EDRAB are provided below. The Advisory Board also received an update on the NECA's Devolution Agreement.

### 3.0 NECA Inward Investment Function

#### 3.1 Investment Projects

- 3.2 At the previous meeting of the Leadership Board in November, an initial summary of foreign direct investment and UK owned investment (from outside the region) was provided, for the first two quarters of 2015/16.
- 3.3 Validated figures and further analysis of the sectors represented as well as types of companies investing, which the EDRAB was keen to understand, are provided below.

#### 3.4 Foreign Investment

The 34 foreign investments reported over the period were from the following broad sectors:

- Digital – 9
- Automotive – 5
- Other High Value Manufacturing – 5
- Life sciences (including pharma) – 6
- Energy – 3
- Other - 6

Companies announcing significant investments included:

- TRW (automotive)
- Thorn (lighting)
- Akzo Nobel (chemicals/paint)
- Logicnow (software)
- Accenture (ICT)

# North East Combined Authority

## Overview and Scrutiny

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- HP (ICT)
- Piramal (Life Sciences)
- Nissan (Automotive)
- Amazon (delivery centre)

### 3.5 UK Owned Investments

In addition to the FDI successes, there were 8 new investments from UK-owned businesses moving into the area, from the following sectors:

- Digital – 1
- Automotive – 1
- Other High Value Manufacturing – 1
- Business, Financial and Professional Services – 3
- Life sciences (including pharma) – 1
- Other – 1

Companies announcing significant investments included:

- Euro Car Parts (car parts distribution)
- Ambassador Theatre group (Ticketing)
- Home Logic (Customer support centre)
- Itison (digital)
- Icarus (Steel Fabrication)
- Urosens (medical testing)

### 3.6 Economic Development and Regeneration Advisory Board Views

3.7 The Board welcomed the additional detail of the investment success in the NECA area but sought further information on the investment decision process, particularly the factors that lead to businesses deciding not to invest. Such information would allow the NECA and other agencies to address issues which may help increase the level of investment into the area.

3.8 Further work was recognised as a necessity on the development of strong partnerships with business leaders and companies to enable them to undertake an ambassadorial role for the region, to investors and to those involved in encouraging investment in the UK, including UKTI and in terms of the development of the Northern Powerhouse.

### 3.9 Invest North East England Team

3.10 When the Leadership Board last met in November, a recruitment process was underway for two newly established posts to work alongside the Invest NE England Director (Guy Currey). Appointments for both were made, with the Business Support Executive taking up the role on 4 January 2016 and the Inward Investment Project Executive due to start on 1 February.

# North East Combined Authority

## Overview and Scrutiny

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### 4.0 Development of Sector-Based Propositions

4.1 The Leadership Board has previously received updates on the development of sector propositions for the following sectors, where it is perceived the North East has particular strengths:

- Software/IT
- Creative (Gaming and Virtual Reality)
- Space and Satellite Applications
- Financial, Professional and Business Services (specific elements of this broad sector)
- High Value Engineering with specific niches in:
  - Automotive
  - Rail
- Life Sciences
- Oil and Gas
- Offshore Wind

4.2 A consortium made up of two consultancies - fDi Intelligence, Financial Times Ltd, and WAVTEQ was appointed in September 2015 to develop the propositions. As previously described, these will be able to be used both reactively and proactively to promote the North East to investors and to increase the amount of inward investment flowing into the area. They will enable the Investment Team to respond to enquiries and to work proactively, developing client specific, value propositions. The final propositions are due to be received by the end of January 2016.

4.3 Each sector proposition is in the form of a 'toolkit' (a report plus data sets and case studies) with an executive summary drawing attention to key selling messages.

4.4 The toolkits will provide the comprehensive material that will be converted into web content and marketing collateral as part of a communications framework, to market the sectors on both a reactive and proactive basis. An agency was appointed in December to develop the following:

- Branding, design and production
- PR and social media activity
- Website review
- Digital content
- Search engine optimisation.

4.5 Next steps will include the development of a strategy to take the priority sectors to market, including proactive lead generation.

4.6 As previously agreed, the executive summaries of each proposition will be circulated to leaders and officers when received and access to the full propositions will be arranged for the seven local authorities.

4.7 **Economic Development and Regeneration Advisory Board Views**

# North East Combined Authority

## Overview and Scrutiny

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4.8 The Board recognised that securing sector proposition material and insight, together with an agreed marketing strategy would be of great benefit to the NECA in working to deliver the Strategic Economic Plan and devolution plans.

### **5.0 Development of a Regional Investment Plan**

5.1 The Leadership Board has previously agreed the need to develop a pipeline of projects as part of a regional investment plan. This is required to ensure that the NECA is prepared for any future Government funding rounds, and to ensure the effective, strategic allocation of relevant funds devolved to the NECA from central Government.

5.2 A pipeline of both employment sites and housing sites has therefore been developed. Investment in these sites would build upon and strengthen the area's integrated employment locations, recognise the diverse nature of the regional economy and enhance connectivity of 'places'. Both draft schedules have been compiled by the seven local authorities. The sites identified illustrate a brief overview, type of investment, planned output/outcomes, whether or not public investment is required, delivery timescales, planning status and barriers to development.

5.3 It has taken some time to compile these lists and because they include sites in private ownership, they are currently being examined in order to exclude information that may be commercially confidential. The housing sites have been reviewed by the HCA to assess deliverability and funding options. Further work is now planned to undertake a deliverability assessment of the employment sites.

5.4 A draft spatial narrative has also been produced that links employment growth to housing development in a coherent way and one that will help inform future transport developments and strengthen the region's case for coordinated and devolved investment. It sets out the spatial approach to delivering more and better jobs and more and better homes across the NECA area. A strong housing, employment and urban core offer is critical to securing the North East's sustained economic growth and achieving the ambitions as set out within the Strategic Economic Plan.

5.5 In terms of next steps, the lists of sites and accompanying spatial narrative will be circulated to the Leadership Board as soon as the outstanding work is completed. It is intended that they then form a project database which will be kept 'live' and that both it and the spatial narrative will inform the prioritisation of projects, either for future funding calls or the allocation of funds from devolved budgets.

### **5.6 Economic Development and Regeneration Advisory Board Views**

5.7 The Board considered that in addition to establishing a strong urban core, the development of smaller businesses and economies in more rural locations also had a key role to play. It was recognised as important to develop a

# North East Combined Authority

## Overview and Scrutiny

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holistic picture of an effectively functioning NECA area with skills development, transport links, housing provision, digital connectivity and all relevant elements taken into account in the development of employment sites and job provision / creation.

### **6.0 Potential Impact on Objectives**

6.1 The report sets out issues that will support the Authority in meeting its objectives.

### **7.0 Finance and Other Resources**

7.1 There are no additional financial implications arising directly from this report.

### **8.0 Legal**

8.1 There are no specific legal implications arising from this report.

### **9.0 Other Considerations**

#### **9.1 Consultation/Community Engagement**

There are no issues arising from this report for consultation.

#### **9.2 Human Rights**

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

#### **9.3 Equalities and Diversity**

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

#### **9.4 Risk Management**

It will be important to ensure that the project lists and spatial narrative discussed in section 5 of the report are completed and agreed in the near future, to underpin and inform the development of arrangements for devolved funds to the NECA.

#### **9.5 Crime and Disorder**

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

#### **9.6 Environment and Sustainability**

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

# North East Combined Authority

## Overview and Scrutiny

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### 10 Background Documents

10.1 North East Strategic Economic Plan – More and Better Jobs

### 11 Links to Plans in the Policy Framework

11.1 This report links to the Strategic Economic Plan and other plans in the Policy Framework.

### 12 Appendices

12.1 None

### 13 Contact Officers

Beverley Poulter, [beverley.poulter@sunderland.gov.uk](mailto:beverley.poulter@sunderland.gov.uk), 0191 561 1150  
13.1 Karen Brown, Scrutiny Officer [karen.brown@sunderland.gov.uk](mailto:karen.brown@sunderland.gov.uk) 0191 561 1004

### 14 Sign off

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

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## North East Combined Authority

### Overview and Scrutiny Committee

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**Date:** 9<sup>th</sup> February 2016  
**Subject:** Transport Manifesto  
**Report of:** Chief Executive Officer for Transport

#### **Executive Summary**

The purpose of this report is to inform the Committee of

1. the current status of the Transport Manifesto
2. the opportunity for the Committee to respond to the Manifesto consultation, collectively, individually or both

#### **Recommendations**

It is recommended that the Committee note the current status of the Transport Manifesto and the opportunity to respond to the consultation thereon

# North East Combined Authority

## Overview and Scrutiny Committee

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### 1 Background Information

- 1.1 The North East Combined Authority has a duty to produce a Transport Plan covering the whole of its area. Among other functions, this Plan will replace the existing Local Transport Plans (LTPs) for Durham, Northumberland and Tyne and Wear.
- 1.2 In advance of the Transport Plan, a shorter Transport Manifesto has been produced. This will enable the public to give their views on the overall strategic direction for Transport in the NECA area, which can then be included in the Transport Plan to give it greater customer focus.

### 2 Proposals

- 2.1 The main differences between the Manifesto and the full Plan are as follows:

The Manifesto is:

- a brief, high level lead-in document to the Transport Plan
- people-focussed and aspirational
- currently the subject of a public consultation
- not a “Part 4” document under the terms of the NECA Constitution

The Plan will:

- contain all the required detail
- replace existing LTPs
- be the subject of a full public consultation period at a later date
- be a “Part 4” document under the terms of the NECA Constitution

- 2.2 The consultation on the Manifesto will be under way by the date of this meeting and Members of this committee are invited to comment on it, either collectively, individually or both
- 2.3 A presentation will be delivered to the Committee describing the content of the Manifesto
- 2.4 The latest draft version of the Manifesto is being circulated with this Report. In addition, at the meeting, each Member of the Committee will be given a copy of the Manifesto, the consultation questionnaire and a Freepost envelope for the return of the questionnaire, and also supplied with details of how to respond electronically if preferred.

### 3 Next Steps

- 3.1 When the consultation period is ended, a full report showing all the responses received and how the Manifesto will be amended as a result, will be taken to

# North East Combined Authority

## Overview and Scrutiny Committee

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Transport for the North East Committee and can also be supplied to this Committee

- 3.2 Once this task is complete, a pre-consultation draft of the Transport Plan will be produced. As the Plan is a “part 4” document under the NECA Constitution, the procedure outlined in Part 4.4 “Budget and Policy Framework Rules of Procedure” will be followed, with information provided and referrals made to Overview and Scrutiny Committee as set out in the Constitution. This Committee will therefore have opportunities to make recommendations to the Leadership Board regarding the Plan, also as set out in the Constitution.

### **4 Potential Impact on Objectives**

- 4.1 The Transport Manifesto is an important step towards achieving the objective of producing a Transport Plan for the North East

### **5 Finance and Other Resources**

- 5.1 There are funds available for production of the Transport Manifesto and consultation thereon, and for production of the Transport Plan. Whilst the cost of producing the Transport Manifesto is modest, based on previous experience it is estimated that the cost of producing the Transport Plan is likely to be approximately £170,000, which reflects the substantial consultation exercise and extensive modelling and assessment work that is required for the production of a significant statutory document of this type.
- 5.2 The Manifesto will help inform funding decisions in future years. While there is likely to be substantial capital funding available for investment in new Transport infrastructure, austerity measures have resulted in significant Government cuts in revenue grant funding for transport services. While NECA has been able to protect transport services in 2016/17, reductions in services are likely to have to be made in future years and these decisions will be taken in the context of the manifesto. The Devolution agreement is expected to bring considerable capital investment over the next 15 years which would help deliver the objectives set out in the manifesto.

### **6 Legal**

- 6.1 The Transport Manifesto is an important step towards the production of a NECA Transport Plan. NECA is under a duty to prepare a Local Transport Plan. The Transport Plan is required to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within NECA’s area and NECA must carry out its functions to implement these policies.

# North East Combined Authority

## Overview and Scrutiny Committee

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### **7 Other Considerations**

#### **7.1 Consultation/Community Engagement**

A full public consultation is under way on the Transport Manifesto and this will be followed by another full public consultation on the Transport Plan.

#### **7.2 Human Rights**

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

#### **7.3 Equalities and Diversity**

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

#### **7.4 Risk Management**

Failure to proceed with the Transport Manifesto and then with the Transport Plan could undermine the credibility of this region, compared to other Combined Authorities, when dealing with central government. Specifically, failure to proceed with the Transport Plan would mean NECA had not met its statutory duty to prepare such a Plan

#### **7.5 Crime and Disorder**

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

#### **7.6 Environment and Sustainability**

Many of the measures identified by the Transport Manifesto and Plan will, if implemented, assist the Combined Authority in achieving a more sustainable transport system for the region.

### **8 Background Documents**

- 8.1 Transport Manifesto (circulated with this report and available at the meeting) and consultation questionnaire (to be available at the meeting)

### **9 Links to the Local Transport Plans**

- 9.1 The Transport Manifesto, the main subject of this report, is an important precursor to the Local Transport Plan

### **10 Appendices**

# North East Combined Authority

## Overview and Scrutiny Committee

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10.1 None

### 11 Contact Officers

11.1 Mark Wilson, Head of Transport Policy (North East Combined Authority)  
[mark.wilson@newcastle.gov.uk](mailto:mark.wilson@newcastle.gov.uk) 0191 211 5679

### 12 Sign off

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

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## Our Journey

### A 20 year Transport Manifesto for the North East

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



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**For the first time in many decades the region is coming together, as Transport North East.**

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# Introduction

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

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

So how do you feel about getting around the North East? Your answer may depend greatly on where you live

and where you need to go. But when people struggle to get around, when businesses cannot recruit flexibly or lack

strong links to global markets, our economy falters. So we need to ensure the North East receives its fair share of opportunities and funding.

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

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

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

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

“We want our transport system to be developed by the people who live and work here.”

To help achieve all this we will create a single identity for travel in the region – Transport North East. This will be a source for real time information, journey planning and ticket sales, no matter how you travel from door to destination. It will, for example, update you on traffic problems, direct you to a park-and-ride facility and advise you when the next train

is due, using smart communication.

Transport North East will be a symbol of our region's joined-up and integrated approach to travel.

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

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

## **Councillor Nick Forbes**

Transport Lead,  
North East Combined Authority



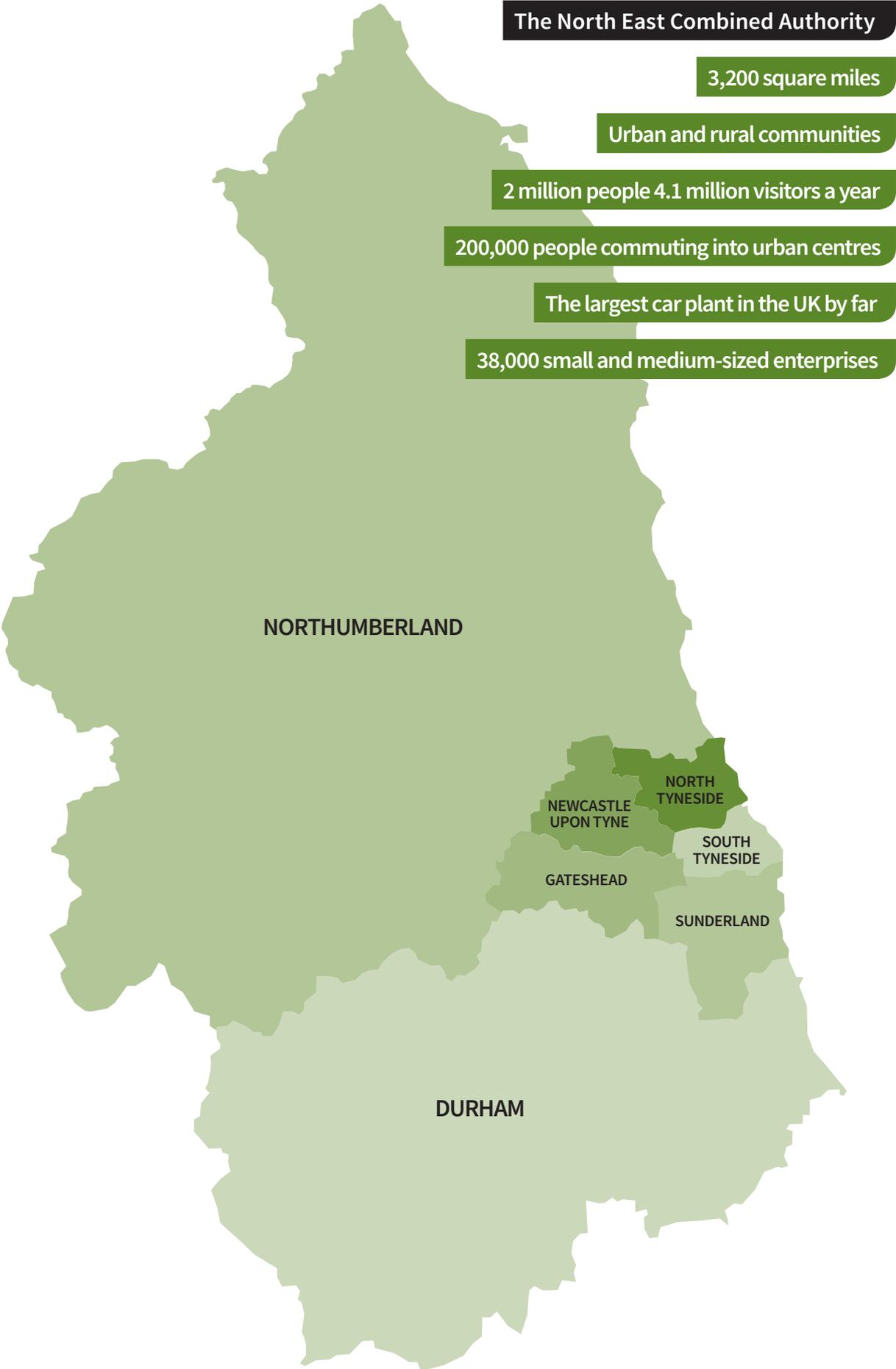
# A single approach to transport

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

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

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







# Vision

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

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

Transport needs to work for everyone. Our future transport system in the North East must be:

- 1. Easy to use.** It should be easy to plan safe journeys, find out the best way to travel, pay for tickets and get all the essential information for your journey.
- 2. Reliable.** The transport network should be one that we can rely on to work, with buses and trains running on time and congestion at a minimum.
- 3. Affordable.** As far as possible, transport should be provided at a reasonable cost relative to the journey being made.
- 4. Accessible.** Transport should run as near as possible to where people live and want to travel to, and where businesses are (or want to be) located. It should be usable by everyone.

“Transport needs to work for everyone.”





## Our guiding principles

We've already set out our four key themes – that transport needs to be easy to use, reliable, affordable and accessible. These four key themes can be expanded into a set of guiding principles, which will govern what we at the North East Combined Authority are trying to achieve:

- Growth in economic activity
- Equality of opportunity
- More sustainable travel
- Less road congestion
- Good access to workplaces, services, shops and leisure
- Healthy, active lifestyles
- Better air quality and lower carbon emissions
- Well-maintained, climate-resilient and safe transport networks
- Efficient use of transport assets
- Land use planning that favours sustainable travel



## What is 'Sustainable' Travel?

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

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

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

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

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

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

---

## Transport drives competitiveness

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

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



## What is Transport North East? What will it do?

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

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**Transport North East will promote the healthiest and greenest ways to move around.**

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



## Walking healthy and sustainable local travel

- Create safe, attractive, obstruction-free pedestrian routes including better signage and signals for crossings.
- Improve walking links within and between communities in both rural and urban areas.
- Promote walking to school and work, to tackle inactivity and over-reliance on the car.
- Ensure new developments and roads have walking designed in.

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**Create safe, attractive, obstruction-free pedestrian routes.**

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# Our vision



“Improve existing streets and junctions to support cycling.”

## Cycling quick, healthy and safe

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





## Bus services underpinning local public transport



- Simple, good value and integrated fares backed by smart payment technology.
- Good network coverage reflecting local needs.
- Easy to use timetable, real-time departure and on-board information.
- Meeting all travellers' accessibility needs.
- High levels of punctuality and reliability.
- Priority on highways wherever needed.
- Low-carbon vehicles wherever possible.





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**Integrate taxis into the wider public transport network.**

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## Taxis flexible public transport



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



# Local rail and Metro driving economic growth

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



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




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

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## National rail services joining our economy with others

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



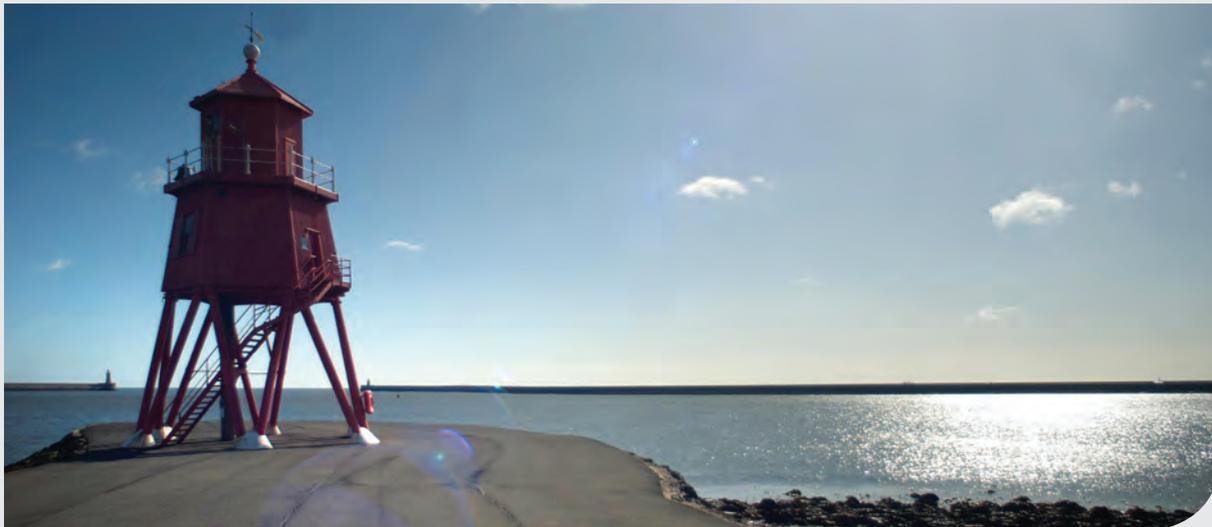


**“Expand the existing ‘Pop’ branded smartcard for all local transport.”**

## Making journeys easy smart travel and information

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





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

## Ports

### Gateways to a world of trade



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





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

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

## Promote an efficient, safe and sustainable freight sector.



## Moving freight

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





“Expand rapid vehicle charging points through the region.”

## Innovation

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



“Support existing proposals to improve roads.”

## Roads fit for purpose

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





## Joining it all together

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

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**Ensuring that our transport system promotes economic growth.**

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## Devolution

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

The North East Devolution Agreement includes the following provisions for transport for the North East Combined Authority:

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





**neca**

north east combined authority

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For more information on neca visit

[www.northeastca.gov.uk](http://www.northeastca.gov.uk)

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## North East Combined Authority

### Overview and Scrutiny Committee

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**Date:** 9<sup>th</sup> February 2016  
**Subject:** Forward Plan & Scrutiny Work Programme  
**Report of:** Monitoring Officer

#### **Executive summary**

The purpose of this report is to provide scrutiny 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 revisions to the work programme since the last meeting, with particular reference to the proposal at paragraph 3.5.

# North East Combined Authority

## Overview and Scrutiny Committee

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### 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

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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 One of the constituent authorities has requested that the NECA Overview and Scrutiny Committee may wish to consider including the following item in its work programme.

- North Tyneside's Children, Education and Skills Sub-committee has been reviewing child sexual exploitation in the borough and one of the initiatives undertaken is to provide training to the taxi trade (both drivers and operators). This raised the question of training and awareness amongst bus drivers and metro staff.
- The members of the sub-committee considered that it might be suitable for one of the committees of the Combined Authority to consider as it relates to transport and may benefit from a strategic approach. The suggestion was agreed by their Overview, Scrutiny and Policy Development Committee at its meeting 7 December 2015 with the recommendation to :
  - *Put forward the role of public transport employees in assisting other agencies to protect young people from child sexual exploitation as a potential topic for in-depth investigation by the North East Combined Authority's Overview and Scrutiny Committee.*

3.5 As the recommendation has come from a scrutiny committee, the Overview and Scrutiny Committee of the NECA is being asked to consider the suggestion and decide whether or not to add it to its work programme.

## 4. Policy Review – Transport Related Barriers to Employment

4.1 The Scrutiny Committee is currently gathering evidence for a policy review of transport related barriers to education, employment and training. The review will contribute to the North East Transport Plan. The Plan will contribute to the delivery of "More and Better Jobs".

4.2 A Call for Evidence was issued and circulated widely. Written submissions were received to the Call for Evidence and all responses have been collated and circulated.

# North East Combined Authority

## Overview and Scrutiny Committee

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- 4.3 Those written submissions provide important evidence for the review and will contribute to further evidence gathering sessions to be programmed into the work programme.

### **5. Next Steps**

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

### **6. Potential Impact on Objectives**

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

### **7. Finance and Other Resources**

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

### **8. Legal**

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

### **9. Other Considerations**

#### **9.1 Consultation/Community Engagement**

Not applicable

#### **9.2 Human Rights**

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

#### **9.3 Equalities and Diversity**

Not applicable

# North East Combined Authority

## Overview and Scrutiny Committee

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### 9.4 Risk Management

Not applicable

### 9.5 Crime and Disorder

Not applicable

### 9.6 Environment and Sustainability

Not applicable

## 10. Background Documents

10.1 None

## 11. Links to the Local Transport Plans

11.1 None

## 12. Appendices

12.1 Forward Plan - Appendix 1  
Work Programme - Appendix 2

## 13. Contact Officers

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

### Sign off

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

## 14. Glossary

Forward Plan – list of decisions to be taken in the next 28 days  
Work Programme – schedule of reports to be taken over the year

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## **Forward Plan of Decisions**

**Published 15 January 2016 \***

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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”. Updated entries are referred to as “Updated”.**

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
<b>A. North East Leadership Board (Leadership Board)</b>							
A 1.	19 January 2016	Leadership Board	Devolution Update  To note the latest developments in relation to the Cities and Local Government Devolution Bill and the governance options.	Corporate Issue	The Leaders and Elected Mayor as well as the Head of Paid Service and the Chief Executives of the Constituent Authorities will be consulted on this item.	To be confirmed in the report to the Leadership Board	Adam Wilkinson Head of Paid Service North East Combined Authority 0191 643 5689 <a href="mailto:adam.wilkinson@northeastca.gov.uk">adam.wilkinson@northeastca.gov.uk</a>
A 2.	19 January 2016	Leadership Board	North East Rail Management Unit and Rail North Members Agreement  Report for approval	Transport	NECA-area transport officers consulted over a two-week period.	North East Rail Management Unit – Collaboration Agreement	Tobyn Hughes Managing Director Transport Operations 0191 203 3246 <a href="mailto:Tobyn.hughes@nexus.org.uk">Tobyn.hughes@nexus.org.uk</a>
A 3.	19 January 2016	Leadership Board	Budget 2016/17 and Transport Levies	Corporate issue	The budget for 2016/17 will be subject to consultation.	Reports to NELB and other committees of	Paul Woods Chief Finance Officer North East Combined Authority

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
						the Combined Authority.	07446936840 <a href="mailto:paul.woods@northeastc.a.gov.uk">paul.woods@northeastc.a.gov.uk</a>
A 4.	19 January 2016 and then all ordinary meetings	Leadership Board	Update reports from Thematic Leads: <ul style="list-style-type: none"> <li>• Economic Development and Regeneration;</li> <li>• Employability and Inclusion;</li> <li>and</li> <li>• Transport</li> </ul>	All	To be confirmed	Held by the Contact Officer	Economic Development and Regeneration: Beverley Poulter Lead Policy Officer Sunderland City Council 0191 561 1150 <a href="mailto:beverley.poulter@sunderland.gov.uk">beverley.poulter@sunderland.gov.uk</a>  Employability and Inclusion: Janice Rose Economic and Inclusion Policy Manager Northumberland County Council 01670 624747 <a href="mailto:janice.rose@northumberland.gov.uk">janice.rose@northumberland.gov.uk</a>  Transport: Mark Wilson

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
							Head of Transport Policy 0191 211 5679 <a href="mailto:mark.wilson@newcastle.gov.uk">mark.wilson@newcastle.gov.uk</a>
A 5.	19 January 2016 and any future meeting	Leadership Board	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 includes projects where funding is allocated directly to NECA or projects where funding is approved by the NELEP Board,	The projects could relate to any of the thematic theme areas – Transport; Economic Development and Regeneration ; or Employability and Inclusion.	Any, where necessary.	Held by the Contact Officer	Paul Woods Chief Finance Officer North East Combined Authority 07446936840 <a href="mailto:paul.woods@northeastc.a.gov.uk">paul.woods@northeastc.a.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			where the approval may also be necessary from NECA in its role as accountable body. 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.				
A 6.	19 January 2016 and then annually	Leadership Board	Capital Programme 2016/17 and Treasury Management Policy and Strategy 2016/17	Corporate issue	Consultation with statutory officers	Budget Report to Leadership Board 17 November 2015	Eleanor Goodman Principal Accountant – NECA 0191 277 7518 <a href="mailto:eleanor.goodman@north-eastca.gov.uk">eleanor.goodman@north-eastca.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			The Leadership Board is recommended to agree the capital programme for 2016/17 and its funding as set out in the report, and agree the Treasury Management and Investment Policy and Strategy for 2016/17.				
7.	19 April 2016 and then all ordinary meetings	Leadership Board	Update reports from Thematic Leads: <ul style="list-style-type: none"> <li>• Economic Development and Regeneration;</li> <li>• Employability and Inclusion; and</li> <li>• Transport</li> </ul>	All	To be confirmed	Held by the Contact Officer	Economic Development and Regeneration: Beverley Poulter Lead Policy Officer Sunderland City Council 0191 561 1150 <a href="mailto:beverley.poulter@sunderland.gov.uk">beverley.poulter@sunderland.gov.uk</a>  Employability and Inclusion:

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
							Janice Rose Economic and Inclusion Policy Manager Northumberland County Council 01670 624747 <a href="mailto:janice.rose@northumberland.gov.uk">janice.rose@northumberland.gov.uk</a>  Transport: Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:mark.wilson@newcastle.gov.uk">mark.wilson@newcastle.gov.uk</a>
<b>B. Transport North East Committee (TNEC)</b>							
B 1.  <b>NEW</b>	26 February 2016	TNEC	Extending the M1 to the North East  This report reports on a consultation by NECA, North Yorkshire and Tees Valley to	Transport	Consultation on this proposal has taken place with the business, transport and academic	Held by the Contact Officer	Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:mark.wilson@newcastle.gov.uk">mark.wilson@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			consider the case for renaming the A1(M) and A1 south of the Tyne as the M1; reflecting the upgrading of the route to motorway standard from 2017.		sectors in the NECA area, as well as with neighbouring authorities Tees Valley and North Yorkshire.		
B 2.  <b>NEW</b>	26 February 2016	TNEC	Rail update  This report will outline the latest rail developments affecting the region, with particular emphasis on service changes and enhancements arising out of the new TransPennine and Northern franchises	Transport	Consultation on this report has taken place with NECA transport officers dealing with rail transport	Held by the Contact Officer	Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:mark.wilson@newcastle.gov.uk">mark.wilson@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
B 3.  <b>NEW</b>	26 February 2016	TNEC	<p>Transport funding following the Comprehensive Spending Review</p> <p>his report will outline levels of transport funding available up to 2020 arising out of the Comprehensive Spending Review in November 2015</p>	Transport	Consultation has taken part with NECA transport and finance officers in drawing up this report	Held by the Contact Officer	<p>Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a></p>
B 4.  <b>NEW</b>	26 February 2016	TNEC	<p>Transport integration</p> <p>This report will report on NECA's plans to deliver the progressive integration of transport services across urban and rural communities.</p>	Transport	Consultation on this report has taken place with NECA transport and finance officers	Held by the Contact Officer	<p>Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
B 5.	26 February 2016 and all future meetings	TNEC	Transport Manifesto for the North East  Report for approval	Transport	Wide public consultation will take place following publication of the Transport Vision	Held by the Contact Officer	Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a>
B 6.	26 February 2016 and all future meetings	TNEC	Transport for the North – an update on the programme to improve the transport network in Northern England  Report for information	Transport	To be confirmed	The Northern Powerhouse: One Agenda, One Economy, One North: document published at <a href="https://www.gov.uk/government/publications/northern-transport-strategy">https://www.gov.uk/government/publications/northern-transport-strategy</a>	Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a>
B 7.	26 February 2016	TNEC	Local Sustainable Transport Fund programme update	Transport	To be confirmed	Held by the Contact Officer	Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			This report would provide information on the delivery of the NECA-wide capital schemes and the 3 revenue-based schemes in Northumberland, Durham and Tyne and Wear				
B 8.	26 February 2016	TNEC	An update on budget 2016/17	Transporte/ Corporate issue	To be confirmed	Held by the Contact Officer	Paul Woods Chief Finance Officer North East Combined Authority 07446936840 <a href="mailto:paul.woods@northeastc.a.gov.uk">paul.woods@northeastc.a.gov.uk</a>
B 9.	26 February 2016 and all future meetings	TNEC	Capital Programme Monitoring Report  This report provides the Transport North	Corporate issue	Consultation on the capital programme with Treasurers and Chief Executives,	NECA Budget and Capital Programme	Eleanor Goodman Principal Accountant 0191 277 7518 <a href="mailto:eleanor.goodman@newcastle.gov.uk">eleanor.goodman@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			East Committee with a progress update in relation to delivery of the transport related capital programme. This is a requirement of the NECA constitution and is a function delegated to TNEC.		and capital programme agreed by Leaders.		
B 10.	26 February 2016 and all future meetings	TNEC	Revenue Budget Monitoring Report  This report provides the Transport North East Committee with a progress update in relation to how the transport related budgets for the delivery agencies	Corporate issue	Consultation on the budget with Treasurers and Chief Executives, and budget agreed by Leaders.	NECA Budget and Capital Programme	Eleanor Goodman Principal Accountant 0191 277 7518  <a href="mailto:eleanor.goodman@newcastle.gov.uk">eleanor.goodman@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			are being managed. This is a requirement of the NECA constitution and is a function delegated to TNEC.				
B 11.	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 Local Transport Body and where	Transport	To be confirmed	Held by the Contact Officer	<p>Paul Woods Chief Finance Officer North East Combined Authority 07446936840 <a href="mailto:paul.woods@northeastc.a.gov.uk">paul.woods@northeastc.a.gov.uk</a></p> <p>And</p> <p>Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			the approval may also be necessary from TNEC, on behalf of NECA in its role as accountable body.  Report for approval				
B 12.	28 April 2016 and all future meetings	TNEC	Transport Vision for the North East Report for approval	Transport	Wide public consultation will take place following publication of the Transport Vision	Held by the Contact Officer	Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a>
B 13.	28 April 2016 and all future meetings	TNEC	Transport for the North – an update on the programme to improve the transport network in Northern England  Report for information	Transport	To be confirmed	The Northern Powerhouse: One Agenda, One Economy, One North: document published at <a href="https://www.gov.uk/government/publications/">https://www.gov.uk/government/publications/</a>	Mark Wilson Head of Transport Policy 0191 211 5679 <a href="mailto:Mark.Wilson@newcastle.gov.uk">Mark.Wilson@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
						<a href="#">northern-transport-strategy</a>	
B 14.	28 April 2016 and all future meetings	TNEC	<p>Capital Programme Monitoring Report</p> <p>This report provides the Transport North East Committee with a progress update in relation to delivery of the transport related capital programme. This is a requirement of the NECA constitution and is a function delegated to TNEC.</p>	Corporate issue	Consultation on the capital programme with Treasurers and Chief Executives, and capital programme agreed by Leaders in April.	NECA Budget and Capital Programme	<p>Eleanor Goodman Principal Accountant 0191 277 7518 <a href="mailto:eleanor.goodman@newcastle.gov.uk">eleanor.goodman@newcastle.gov.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
B 15.	28 April 2016 and all future meetings	TNEC	<p>Revenue Budget Monitoring Report</p> <p>This report provides the Transport North East Committee with a progress update in relation to how the transport related budgets for the delivery agencies are being managed. This is a requirement of the NECA constitution and is a function delegated to TNEC.</p>	Corporate issue	Consultation on the budget with Treasurers and Chief Executives, and budget agreed by Leaders.	NECA Budget and Capital Programme	<p>Eleanor Goodman Principal Accountant 0191 277 7518</p> <p><a href="mailto:eleanor.goodman@newcastle.gov.uk">eleanor.goodman@newcastle.gov.uk</a></p>
B 16.	28 April 2016 (annually)	TNEC	Discharge of Transport Functions by Durham County Council.	Transport	The report refers to the discharge of delegated functions by	The North East Combined Authority Constitution	<p>Adrian J White Head of Transport and Contract Services Durham County Council 03000 267455</p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			The report provides an update on the discharge of delegated functions at Durham County Council.		officers in Durham County Council in consultation with the relevant cabinet portfolio holder and its contents have already been noted by the Cabinet of Durham County Council.	The North East Combined Authority Deed of Operation dated the 29th April 2014.	<a href="mailto:adrian.white@durham.gov.uk">adrian.white@durham.gov.uk</a>
B 17.	28 April 2016 (annually)	TNEC	Northumberland County Council – Public Transport Activity Report on Delegated Functions 2014  The report provides an update on the	Transport	To be confirmed	Held by the Contact Officer	Stuart McNaughton Principal Transport Policy Officer Northumberland County Council 01670 624 104 <a href="mailto:stuart.mcnaughton@northumberland.gov.uk">stuart.mcnaughton@northumberland.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			discharge of delegated functions at Northumberland County Council.				
<b>C. Transport North East (Tyne and Wear) Sub-Committee (TWSC)</b>							
C 1  <b>NEW</b>	28 January 2016	TWSC	Nexus Corporate Business Plan  The purpose of the report is to present the Nexus Corporate Business Plan.	Transport	To be confirmed	Held by the Contact Officer	Tobyn Hughes Managing Director (Transport Operations) 0191 203 3246 <a href="mailto:tobyn.hughes@nexus.org.uk">tobyn.hughes@nexus.org.uk</a>
C 2.	28 January 2016 and then at every meeting	TWSC	Tyne Tunnel Update <b>(confidential report)</b> The report will provide an update for Members on the operation and	Transport	To be confirmed	Held by the Contact Officer	Michael Murphy Engineer to the Tyne 0191 211 5950 <a href="mailto:michael.murphy@newcastle.gov.uk">michael.murphy@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>management of the Tyne Tunnel</p> <p>The report will be exempt from the publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of The Local Government Act 1972</p>				
C 4.	28 January 2016 and all future meetings	TWSC	<p>Nexus and Metro Performance Update</p> <p>The purpose of these reports is to advise TWSC of Nexus corporate performance in respect of service and project delivery such that the Sub-</p>	Transport	To be confirmed	Held by the Contact Officer	<p>Tobyn Hughes Managing Director (Transport Operations) 0191 203 3246 <a href="mailto:tobyn.hughes@nexus.org.uk">tobyn.hughes@nexus.org.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>Committee exercises the monitoring and oversight functions in respect of Nexus activities delegated to it from the NECA Leadership Board.</p> <p>The report also reports on the measures in place to improve Metro performance.</p>				
C 5.	28 January 2016 and all future meetings	TWSC	<p>Nexus Strategic Risks 2015/16</p> <p>The purpose of this report is to provide an update to TWSC of the strategic risks identified by Nexus for 2015/16.</p>	Transport	The report has been prepared through Nexus internal reporting arrangements.	Held by the Contact Officer	<p>Tobyn Hughes Managing Director (Transport Operations) 0191 203 3246 <a href="mailto:tobyn.hughes@nexus.org.uk">tobyn.hughes@nexus.org.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
C 6.	28 January 2016	TWSC	<p>Go Smarter update</p> <p>The purpose of this report is to provide an update on the Tyne and Wear Go Smarter Programme for 2015/16, further to the report in July 2015. The report outlines the funding of the programme; the process that had been taken to identify and prioritise schemes and initiatives within the programme; and the evidence that the programme and the individual schemes within it</p>	Transport	Extensive consultation has taken place with relevant public, private and third sector stakeholders throughout the course of the GoSmarter programme	Held by the Contact Officer	<p>Andy Flynn Senior Responsible Owner for the GoSmarter programme 0191 643 6083 <a href="mailto:andrew.flynn@northtyneside.gov.uk">andrew.flynn@northtyneside.gov.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			are making a difference.				
C 7.	26 February 2016 and then at every meeting	TWSC	<p>Tyne Tunnel Update <b>(confidential report)</b> The report will provide an update for Members on the operation and management of the Tyne Tunnel</p> <p>The report will be exempt from the publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of The Local Government Act 1972</p>	Transport	To be confirmed	Held by the Contact Officer	<p>Michael Murphy Engineer to the Tyne 0191 211 5950 <a href="mailto:michael.murphy@newcastle.gov.uk">michael.murphy@newcastle.gov.uk</a></p>
C 8.	26 February	TWSC	Monitoring Nexus' Performance and	Transport	To be confirmed	Held by the Contact Officer	Tobyn Hughes

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
	2016 and all future meetings		<p data-bbox="753 427 1014 524">Metro Performance Update</p> <p data-bbox="753 565 1014 1182">The purpose of these reports is to advise TWSC of Nexus corporate performance in respect of service and project delivery such that the Sub-Committee exercises the monitoring and oversight functions in respect of Nexus activities delegated to it from the NECA Leadership Board.</p> <p data-bbox="753 1222 1014 1312">The report also reports on the measures in place</p>				<p data-bbox="1707 427 2032 597">Managing Director (Transport Operations) 0191 203 3246 <a href="mailto:tobyn.hughes@nexus.org.uk">tobyn.hughes@nexus.org.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			to improve Metro performance.				
C 9.	26 February 2016 and all future meetings	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.	Held by the Contact Officer	Tobyn Hughes Managing Director (Transport Operations) 0191 203 3246 <a href="mailto:tobyn.hughes@nexus.org.uk">tobyn.hughes@nexus.org.uk</a>
C 10.	28 April 2016 and then at every meeting	TWSC	Tyne Tunnel Update <b>(confidential report)</b> The report will provide an update for Members on the operation and management of the Tyne Tunnel	Transport	To be confirmed	Held by the Contact Officer	Michael Murphy Engineer to the Tyne 0191 211 5950 <a href="mailto:michael.murphy@newcastle.gov.uk">michael.murphy@newcastle.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			The report will be exempt from the publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of The Local Government Act 1972				
C 11.	28 April 2016 and all future meetings	TWSC	<p>Monitoring Nexus' Performance and Metro Performance Update</p> <p>The purpose of these reports is to advise TWSC of Nexus corporate performance in respect of service and project delivery such that the Sub-Committee</p>	Transport	To be confirmed	Held by the Contact Officer	<p>Tobyn Hughes Managing Director (Transport Operations) 0191 203 3246 <a href="mailto:tobyn.hughes@nexus.org.uk">tobyn.hughes@nexus.org.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			<p>exercises the monitoring and oversight functions in respect of Nexus activities delegated to it from the NECA Leadership Board.</p> <p>The report also reports on the measures in place to improve Metro performance.</p>				
C 12.	28 April 2016 and all future meetings	TWSC	<p>Nexus Strategic Risks 2015/16</p> <p>The purpose of this report is to provide an update to TWSC of the strategic risks identified by Nexus for 2015/16.</p>	Transport	The report has been prepared through Nexus internal reporting arrangements.	Held by the Contact Officer	<p>Tobyn Hughes Managing Director (Transport Operations) 0191 203 3246 <a href="mailto:tobyn.hughes@nexus.org.uk">tobyn.hughes@nexus.org.uk</a></p>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
<b>D. Governance Committee</b>							
D 1.	1 April 2016	Governance Committee	Internal Audit Progress Report  The report provides an update on the outcomes from internal audit activity and progress against the delivery of the internal audit plan.	Corporate Issue	Head of Paid Service, Monitoring Officer and Chief Finance Officer	Internal Audit Plan, Final Internal Audit Plan	Philip Slater Audit, Risk and Insurance Service Manager Newcastle City Council 0191 211 6511 <a href="mailto:Philip.slater@newcastle.gov.uk">Philip.slater@newcastle.gov.uk</a>
D 2.	1 April 2016	Governance Committee	External Audit Progress Update  This report provides an update for information on the work of Mazars, the External Auditors to the	Corporate issue.	Consultation with statutory officers and the Governance Committee Chair.	Held by the Contact Officer	Eleanor Goodman Principal Accountant 0191 277 7518 <a href="mailto:eleanor.goodman@newcastle.gov.uk">eleanor.goodman@newcastle.gov.uk</a>

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			Combined Authority.				
D 3.	1 April 2016	Governance Committee	<p>Accounting Policies Update 2014/15</p> <p>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, and an update on changes to the Code of Practice on Local Authority Accounting. Governance Committee will be asked to approve the policies.</p>	Corporate issue	To be confirmed	Code of Practice on Local Authority Accounting 2014/15	Eleanor Goodman Principal Accountant 0191 277 7518 <a href="mailto:eleanor.goodman@newcastle.gov.uk">eleanor.goodman@newcastle.gov.uk</a>

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<b>E. Governance Sub-Committee</b>							
Currently, there are no meetings scheduled							
<b>F. Overview and Scrutiny Committee (O&amp;S)</b>							
F 1.	9 February 2016	O&S	Forward Plan and Work Programme  The purpose of this report is to receive the latest version of the Forward Plan and annual work programme.	Corporate	To be confirmed	Held by the Contact Officers	Karen Brown Scrutiny Officer 0191 561 1004 <a href="mailto:Karen.brown@sunderland.gov.uk">Karen.brown@sunderland.gov.uk</a>  Representation to be submitted to the Contact Officer by 20 <sup>th</sup> January 2016
F 2.	9 February 2016	O&S	Economic Development & Regeneration Thematic Lead Update	Economic Development and Regeneration	To be confirmed	Held by the Contact Officers	Karen Brown Scrutiny Officer 0191 561 1004 <a href="mailto:karen.brown@sunderland.gov.uk">karen.brown@sunderland.gov.uk</a>

No./ Date Published on Forward Plan	Date of Decision	Decision Maker	Topic	Thematic area	Consultees /Consultation Process	Background Documents	Contact Officer
			To receive a progress report on activity under the Economic Development & Regeneration.				<a href="http://nd.gov.uk">nd.gov.uk</a> Representation to be submitted to the Contact Officer by 20th January 2016
F 3.	9 February 2016	O&S	Transport Manifesto  To consult the Scrutiny Committee on the high level ambitions prior to the development of a Transport Plan for the North East	Transport	Public Consultation will take place, details of which will be available on the NECA website.	Held by the Contact Officer	Karen Brown, Scrutiny Officer 0191 561 1004 <a href="mailto:karen.brown@sunderland.gov.uk">karen.brown@sunderland.gov.uk</a>  Ian Coe Principal Transport Planner North East Combined Authority 0191 211 6024 <a href="mailto:ian.coe@newcastle.gov.uk">ian.coe@newcastle.gov.uk</a>  Representation to be submitted to the Contact Officers by 20th January 2016

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<b>G. Economic Development and Regeneration Advisory Board (EDRAB)</b>							
	31 March 2016	Items for this meeting are to be confirmed in due course					

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**Work Programme 2015/16**

Date	Items	Lead Officer	Informal Briefings / Development Days
22 <sup>nd</sup> June (Durham)	Appointment of Chair & Vice-Chair	Viv Geary	13 <sup>th</sup> 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 <sup>st</sup> July (Sunderland)	Policy Review – Local Sustainable Transport Funded Projects	Project Managers	
	NECA Devolution Proposals Update	Vince Taylor	
	Financial Monitoring Update – Outturn 2014/15		
	Forward Plan & Work Programme	Karen Brown	
8 <sup>th</sup> September (Gateshead)	Thematic Lead Update – Employability : focus on Apprenticeships	Shona Duncan, Employment & Skills Manager, North Tyneside Council	
	Policy Review: Transport Barriers to Employment – Evidence from Nexus	Huw Lewis, Nexus	
	Forward Plan & Work Programme	KB	
20 <sup>th</sup> October (Newcastle)	Transport Lead Update Report	Ian Coe	
	Devolution Update	Adam Wilkinson	
	Policy Review: Transport Barriers – evidence from Stagecoach	Robin Knight	
	Forward Plan & Work Programme	KB	
1 <sup>st</sup> December (North Tyneside)	Draft Budget 2016/17	Paul Woods	
	Policy Review – Written Submissions	KB	
	Nexus Performance update	Tobyn Hughes	
	Devolution Update	Adam Wilkinson	
	Forward Plan & Work Programme	KB	
9 <sup>th</sup> February (South Tyneside)	Economic Development Thematic Lead Update	Thematic Lead Member	
	Transport Manifesto	Ian Coe, Principal Transport Planner, NECA	
	Policy Review Evidence	PTUG	
	Forward Plan & Work Programme	KB	
22 <sup>nd</sup> March (North Tyneside)	Transport Thematic Lead Update	Thematic Lead Member	Policy Review: Evidence Session
	Policy Review Evidence		
	Forward Plan & Work Programme	KB	
<b>In addition to the schedule items, the following items will be included in the work programme.</b>			
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.		
Strategic Planning Frameworks	Partnership and collaboration in joining up local development planning frameworks to support devolved decision making		
Child Poverty	Child Poverty Commission's Plan for Regions		

