

**This Delegated Decision is Non-Key and therefore not subject to call-in.**

**1. Subject of decision**

Transport for the North – Sub-National Transport Body Status

**Thematic Lead Area**

Transport

**Delegation Reference (Refer to Meeting Minute Number or Delegation Scheme in the Constitution)**

Delegated authority was given to the Head of Paid Service to consent on the Leadership Board's behalf, provided that she was satisfied, in consultation with the Chair of the Leadership Board and the Monitoring Officer, that the final draft Regulations serve only to give Transport for the North the statutory powers to carry out the functions set out in paragraph 1.3 of the Leadership Board Report (Appendix 1)

This decision has been delegated to one or more officer(s) under:

(a) Delegated authority was given to the Head of Paid Service, in consultation with the Chair of the Leadership Board and the Monitoring Officer by the Leadership Board on 7 August 2017 to make and enter into appropriate contracts in relation to each project after specified consultation.

(b) a general authorisation to take such decisions **and**, the effect of the decision is to:

(i) grant a permission or licence;

(ii) affect the rights of an individual; or

(iii) award a contract or incur expenditure which, in either case, materially affects the Authority's financial position.

**2. Name and Title of Decision Maker**

Helen Golightly, Head of Paid Service for the North East Combined Authority

**3. Details of any Conflict of Interest and any Dispensation granted in respect of such Interest**

None

**4. Executive Summary**

This report recommends that NECA provides its consent to the making of regulations by the Secretary of State for Transport under section 102E of the Local Transport Act 2008 to establish TfN as a Sub-national Transport Body.

**5. Decision(s)**

**5(a)** The Head of Paid Service is recommended to provide formal consent on behalf of NECA to those matters set out in paragraph 1.2 of the Leadership Board Report.

**5(b) If Exempt or Confidential, please provide a reason:**

N/A

**6. Alternative options considered**

Alternative options were considered to either consent (Option 1) or not consent (Option 2).

## **7. Reasons for the Decision(s)**

Option 1 was the recommended option and agreed decision at the Leadership Board on the 7<sup>th</sup> August 2017. If NECA were to decide not to become part of TfN, TfN would have no remit to work to improve the economy of the North East. Its Strategic Transport Plan would assume that the North East was a neighbouring area (much as it currently does for Scotland and the Midlands) and would therefore not propose or advocate investment in the NECA's transport assets to DfT, Highways England or Network Rail. TfN projects such as Northern Powerhouse Rail and Smart ticketing would not include the North East in their scope, and studies to consider ways to promote economic growth through transport would not consider benefits to the North East.

Whilst clearly the NECA would have the same opportunities open to it as today to make the case itself for investment in its transport links and assets, it would be doing so in competition with TfN and other Sub-national Transport Bodies which would be much larger than NECA and far better resourced.

## **8. Contact Officer**

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## **9. Date of Publication**

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