



## North East Leadership Board

Tuesday 15th July, 2014 at 2.00 pm

Meeting to be held: Committee Room, Civic Centre, Newcastle upon Tyne, NE1 8QH

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## SUPPLEMENTAL AGENDA

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Appendix A	
Transport Policy Update (Supplemental)	

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**To All Members**

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## North East Combined Authority

### North East Leadership Board (NELB)

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REPORT FOR INFORMATION

**DATE:** 15<sup>th</sup> July 2014

**SUBJECT:** Transport Policy Update (Supplemental)

**REPORT OF:** Cllr Nick Forbes - Transport Portfolio Lead, North East  
Combined Authority

Andrew Lewis – Economic Directors Group, North East  
Combined Authority

#### **EXECUTIVE SUMMARY**

This supplemental report relates to Paragraph 2.1 of the main report and provides details of the government's announcement on transport funding through the Local Growth Deal, following submission of the NELEP's Strategic Economic Plan to the Government.

#### **RECOMMENDATIONS**

As listed in the main report.

### **1 Background information**

#### Strategic Economic Plan

1.1 The North East Local Enterprise Partnership's (NELEP) Strategic Economic Plan ('More and Better Jobs') was submitted to the government on 31<sup>st</sup> March 2014. Transport and digital connectivity formed one of the six key themes in the Plan.

1.2 To help further this agenda, the Plan sought government backing through the Local Growth Fund for a programme of transport schemes to enhance connectivity and interchange between modes, link communities to jobs, open up regeneration sites, tackle bottlenecks on our transport network, and help deliver our low carbon commitments.

### **2 Local Growth Deal**

2.1 On 7<sup>th</sup> July, the government announced decisions on a series of Local Growth Deals across the country. The NELEP Growth Deal will drive growth across the area and support the ambition to create thousands more jobs over the next decade, based upon the strategy outlined in the LEP's recent Strategic Economic Plan, 'More and Better Jobs', aiming to create over 60,000 new private sector jobs in the region to deliver a balanced and sustainable economy.

2.2 It is gratifying to note that the North East Local Enterprise Partnership area was one of the big winners in the process: Of 39 LEPs across the country, the North East LEP won the third-highest grant for 2015-16, after London and Greater Manchester. This clearly represents an endorsement by government of our ambitious plans for growth and of the strong local leadership that the Combined Authority will provide.

2.3 In terms of transport, for 2015-16, the region received almost everything it bid for with nine schemes approved (not including the six local major schemes already agreed). Including local contributions this amounts to a total of circa £95m for infrastructure improvements.

2.4 A "Provisional Allocation" of £78.7m was also announced for a number of further schemes due to commence in 2016-17.

2.5 Details of the approved schemes are listed below.

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### 2015-16

- Northern Access Corridor – Osborne Road to Haddricks Mill – addressing the current ‘pinch point’ at Haddricks Mill roundabout, to improve accessibility and safety for all users
- Central Metro Station refurbishment – complete refurbishment of the Metro station to a style in keeping with the refurbished Haymarket Metro station, complementing the extensive improvements taking place to the mainline station
- Lindisfarne Roundabout – improving traffic movements at this important roundabout to enhance access to the Port of Tyne and South Shields town centre
- Central Station – improving links from the station to the Stephenson Quarter regeneration site that will create 2,431 gross additional jobs in the local economy
- A1056/A189 Weetslade Roundabout and A1/A19 link - Improvements to flows on this corridor to provide better access to new and existing employment sites - including Indigo Park, an 82 acre strategic employment site with the potential for 1000 new jobs.
- A19 employment corridor access improvements (A191 to Silverlink North) - Facilitates economic development in the A19 corridor including the occupation of the remaining units at Cobalt Business Park, whilst also addressing capacity issues on the A191/Silverlink North roundabout
- Scotswood Bridgehead – Improved access at this important Tyne crossing to support the development of Metro Green in Gateshead (850 new homes and 15000sqm of office accommodation) and the Scotswood Masterplan site (1300 new homes), as well as anticipated housing developments in Western Newcastle
- Coach Lane and Tyne View Park - Improved access to Tyne View Park employment site and improved flows in A191 corridor through relief of capacity at Tyne View Park junction
- Local Sustainable Transport Fund capital package of works - This includes the following elements and complements associated LSTF revenue bids for Tyne and Wear, Northumberland and Durham, decisions on which are awaited imminently:

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- A comprehensive upgrade to the Durham and Tyne and Wear Urban Traffic Management and Control systems with linked functionality, to reduce congestion and improve reliability of public transport;
- Gateway Improvements' to four major heavy rail stations and improved linkages between Newcastle International Airport and the Tyne and Wear Metro;
- Strategic cycle package linking to key public transport gateways. in order to provide better interchange and to encourage sustainable travel; and
- Support for expansion of the “Green Light to Work” scooter hire scheme

### 2016-17 – schemes receiving provisional approval

- Sunderland Strategic Transport Corridor Phase 3 – A major new transport link supporting the development of a number of key sites in the River Wear corridor, the regeneration of Sunderland Urban Core and the regeneration of the Port of Sunderland (also supports the introduction of the new Wear crossing)
- Durham Western Relief Road – To reduce city centre traffic volumes and support the delivery of new housing and new employment (including a new business park at Aykley Heads with the potential to attract 6,000 new jobs)
- Metro Enhancements – Depot improvements to assist in the delivery of the Metro Strategy 2030 including a new Skills Academy at Heaton
- A1/A19 junction improvements – A local junction improvements package to support continued economic growth along this corridor – including improvements to the southern portal of the Tyne Tunnel, and better access to Boldon Business Park and the Port of Tyne
- A194/A185 ‘The Arches’ junction – Complements the above to deliver a programme of local authority investment in local connections to the strategic trunk road network, enabling the region to take best advantage of the planned Highways Agency improvements to the A19 and A1 in the area

2.6 The only 2015/16 scheme not approved was a proposal for a £5m small scale transport schemes fund.

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2.7 Three 2016/17 schemes did not receive a provisional allocation, these being the Ashington Blyth and Tyne line passenger re-opening scheme, the Newcastle International Airport Link Road and the Oakwellgate Junction reconfiguration scheme in Gateshead. It should be noted that these are not ruled out of the process as the DfT envisage another round of 'growth deals' taking place.

### **3 Next steps**

3.1 The region has been extremely successful in its bidding for transport funding through the Local Growth Deal, and indeed in the overall award for the whole SEP package. This reflects the credibility and quality of the SEP and the assurance of strong local leadership provided through the inception of the Combined Authority. There is now the challenge of delivering the major programme of work that has been approved for 2015-16 and beyond. The NELEP and the Regional Transport Team will liaise with project promoters to manage the effective and timely delivery of schemes, in line with the Assurance Framework agreed with the Department for Transport.

### **4 Potential impact on objectives**

4.1 Successful delivery of the various transport schemes and programmes outlined in this document will assist the Combined Authority in delivering its objective to maximise the area's opportunities and potential.

### **5 Finance and other resources**

5.1 There are no direct financial implications arising from this report.

### **6 Legal**

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

### **7 Other considerations**

#### **7.1 Consultation/community engagement**

There are no specific consultation or community engagement implications arising from this report.

### **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**

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

### **7.5 Crime and disorder**

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

### **7.6 Environment and sustainability**

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

## **8 Background documents**

8.1 NELEP Strategic Economic Plan ("More and Better Jobs").

<http://www.nelep.co.uk/media/5709/more-and-better-jobs-north-east-strategic-economic-plan-2014-public.pdf>

North East Growth Deal – Summary

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327608/26\\_North\\_East\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327608/26_North_East_Growth_Deal.pdf)

## **9 Links to plans and policy framework**

9.1 This report has no direct link to plans in the policy framework.

## **10 Appendices**

10.1 None.



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### 11 Contact Officers

11.1 Mark Wilson, Combined Authority Transport Advisor,  
[mark.wilson@newcastle.gov.uk](mailto:mark.wilson@newcastle.gov.uk)

#### Sign off

- Head of Paid Service ✓
- Monitoring Officer ✓
- Section 151 Officer ✓

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