



Joint Transport Committee Overview and Scrutiny Committee

Thursday, 19th March, 2020 at 2.00 pm

Meeting to be held in the Collingwood/Stephenson Room, Newcastle Civic Centre

AGENDA

	Page No
1. Apologies	
2. Declarations of Interest	
Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (to be handed to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.	
3. Minutes of the inquorate meeting held on 19 December 2019	3 - 6
4. Monitoring Nexus' Performance	7 - 42
5. Transport North East - Regional Transport Plan	43 - 48
6. Joint Transport Committee Overview and Scrutiny Work Programme	49 - 66
7. Date of Next Meeting	

The programme of meetings for 2020/21 will be agreed at the Joint Transport Committee AGM on 16 June 2020.

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JOINT TRANSPORT COMMITTEE, OVERVIEW AND SCRUTINY COMMITTEE

DRAFT MINUTES FOR APPROVAL

Thursday 19 December 2019, 2pm

Meeting held at South Shields Town Hall, Reception Room

Present:

- D Taylor-Gooby – Chair
- A Clark – Vice Chair
- M Harrison – Gateshead Council
- E Goodman – NECA
- Gavin Armstrong – NECA
- M Mallam-Churchill – Gateshead Council (Minutes)

Councillors:

- Cllr Avery – Newcastle
- Cllr Kelly - Sunderland
- Cllr MacKnight – Sunderland
- Cllr Manchester – Durham
- Cllr McCabe – South Tyneside Council
- Cllr Patterson - Gateshead
- Cllr Graham – North Tyneside Council
- Cllr Sanderson – Northumberland

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from the following:

- Cllr Batey – Durham
- Cllr Clarke – Durham
- Cllr Crute – Durham
- Cllr Castle – Northumberland
- Cllr Eagle – Gateshead

- Cllr Glindon – North Tyneside
- Cllr Stone – Newcastle
- Cllr Stuart – Sunderland

2. DECLARATIONS OF INTEREST

RESOLVED:

- (i) There were no declarations of interest.

3. MINUTES OF THE PREVIOUS MEETING HELD ON 19 SEPTEMBER 2019

RESOLVED:

- (i) The meeting was not quorate therefore the meetings of the previous meeting could not be approved as a correct record.
- (ii) The Committee held a minute of silence for Cllr Weatherley of Gateshead Council.

4. BUDGET PROPOSALS

Eleanor Goodman presented a report providing the Committee with an updated budget proposal for the North East Joint Transport Committee following the earlier report on initial proposals which was presented at the OSC meeting of 7 November 2019.

The Committee were advised that the information being provided is part of a consultation process on the budget as set out in the NECA Constitution.

A summary of the draft proposals was provided for the Committee which included information relating to transport levies and grants in addition to proposals for a cash freeze. Details of the draft proposals were outlined in more detail within the agenda pack.

Cllr Patterson queried whether the proposals within the current report were likely to change. Eleanor advised that she did not anticipate any surprises; it was also noted that any further changes would need to be approved by the Joint Transport Committee.

A discussion took place as to whether there had been enough opportunity to scrutinise the proposals. Eleanor confirmed that a detailed paper had been presented at the previous meeting of the OSC which also outlined details on the medium-term financial strategy. Eleanor advised that she would circulate the report previously brought to OSC again for the Committees information.

A further discussion took place on the future of the Metro fleet. The Committee also shared their views on the potential for driverless trains in the context of public safety and jobs. It was noted that Cllr Gannon of Gateshead Council had contacted the Minister for Transport on this and other issues. The Committee noted their endorsement for Cllr Gannon's letter but highlighted concerns that the transport system across the region is fragmented.

5. JTC OSC Work Programme

The Committee received an overview of the Joint Transport Committee Forward Plan and Scrutiny Work Programme for 2019/20.

It was requested that the following be added to the Work Programme:

The fragmentation of the travel network across the borough.

Bus operators to be invited to attend future OSC's to assist the Committee in understanding their policies and procedures in the context that not all people across the region have access to the Metro system.

The Chair suggested that a scoping meeting be organised to fine tune a work programme for the Committee moving forward. It was also suggested that the scoping meeting be used to go through the Joint Transport Committee plans.

6. AOB

Members present requested that the time of the OSC meetings be reviewed for the 2020/21 cycle of meetings.

7. DATE AND TIME OF THE NEXT MEETING

The next meeting will take place on 19 March 2020 at Newcastle Civic Centre.

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North East Joint Transport Committee Overview and Scrutiny Committee

Date:	19 th March 2020
Subject:	Monitoring Nexus Performance
Report of:	Managing Director, Transport North East
Type of Item	Performance Management (including Financial)

Purpose of the report

The purpose of this report is to provide the Overview and Scrutiny Committee with an update on Nexus and Metro performance against the objectives set in the 2019-20 Corporate Business Plan.

The report cover progress in delivering the key priorities of the business plan between 1st April 2019 and the end of Period 11 on the 1st February 2020.

The report was requested by a member of the Overview and Scrutiny Committee.

Recommendations

The Overview and Scrutiny Committee is recommended to note Nexus' performance in realising the key priorities in its Corporate Plan for 2019/20, including Metro performance.

Guiding Principles for Scrutiny Members:

The below are the key guiding principles to support the Overview and Scrutiny Committee Members in reading the report in advance of the meeting to:

- consider any added value that Scrutiny can bring
- promote effective discussion and consider the information in the report

1. The impact the matter has on individuals in the community and across the North East Combined Authority

2. Focus on the efficiency and effectiveness of the proposals, next steps and any potential changes
3. Consideration to any risks that may occur
4. Scrutiny focusing on any performance management or quality assurance

1. Background Information and current context

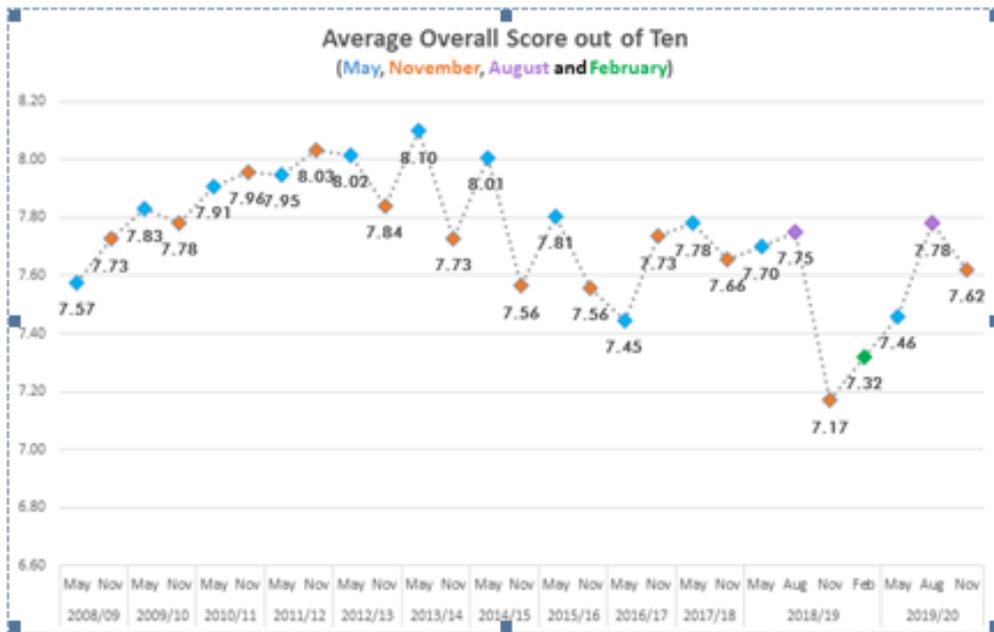
- 1.1 The Tyne and Wear Metro celebrates its fortieth birthday this year, the first scheduled train having departed in 1980. This is the cause for much celebration given the crucial role that the Metro plays in the region's economy and society, transporting many millions of passengers each year around the local area. A recent study concluded that Metro provides over £165.6m per annum in economic benefit, and that each trip taken on the Metro is worth £8.50 in economic contribution.
- 1.2 However, the age of the system (including many parts of the track and infrastructure which were built by the Victorians) means that it suffers from reliability problems. Nexus has been renewing the system's infrastructure since 2012 in a £350m programme, and confirmation is awaited from the government that this investment will continue from 2021 onwards.
- 1.3 This investment is in addition to the £362m recently announced to renew the fleet which is also 40 years old, past its 35-year design life. The new trains will arrive in the region from 2022 and the full fleet renewal will be complete by the end of 2024.
- 1.4 However at present the system is not performing in line with expectation – neither that of passengers nor of Nexus. There are a number of main reasons for this:
- the train fleet is performing poorly despite the best effort of the fleet engineering staff, and is likely to continue to do so until it is retired;
 - the activity of renewing infrastructure is disruptive as it often leads to line closures, and although renewed assets perform better over the longer term they can take some time to settle in;
 - infrastructure that has not yet been renewed can fail more frequently; and
 - there has been disruption related to train crew over the past year, both because of an unusually high level of turnover and because of an industrial dispute.
- 1.5 Appendix A contains a more detailed breakdown of performance against each workstream in the Nexus Corporate Business Plan for 2019/20. Nexus performance information is presented to each meeting of the Tyne and Wear Sub-Committee of the Joint Transport Committee

2. Key Issues and challenges

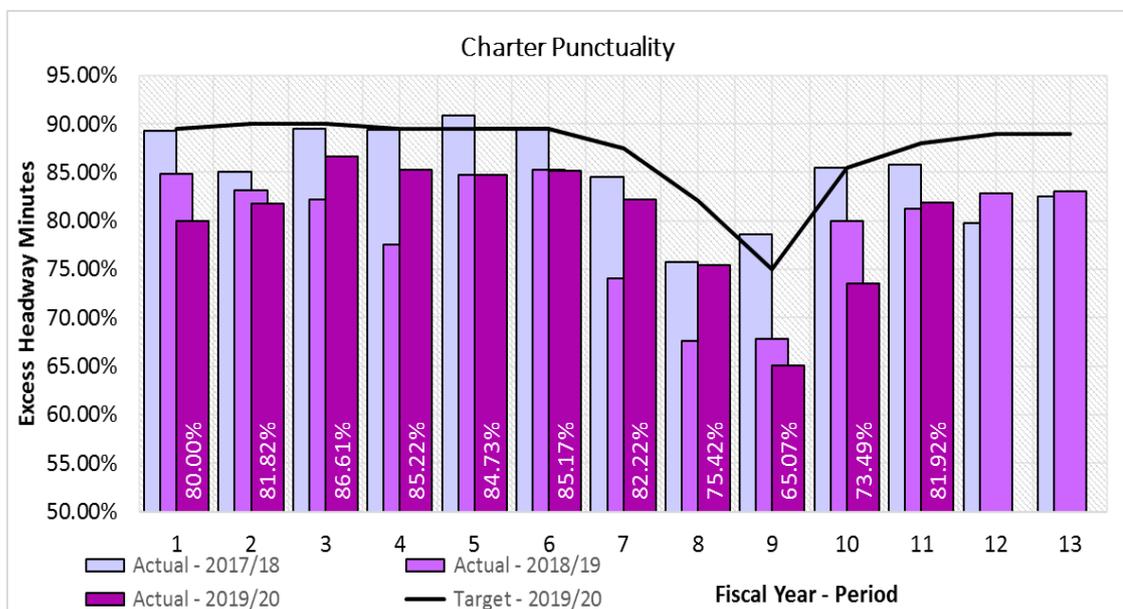
- 2.1 The report provides a summary of Nexus' performance in delivering the key priorities of its Corporate Plan for 2019/20, from 1st April 2019 to the end of P11 on 1st February 2020. For 2019/20 the Corporate Business Plan has three main themes and ten key priority work-streams. The Corporate Plan is appended to this report
- 2.2 The year to date has seen some challenging operating conditions for Metro with declining patronage, strike action by drivers and revenue below budget. However

peak fleet availability has improved throughout the year, exceeding 90% in the most recent period, as the benefits of the fleet investment programme are realised and customer satisfaction continues to improve from the previous year

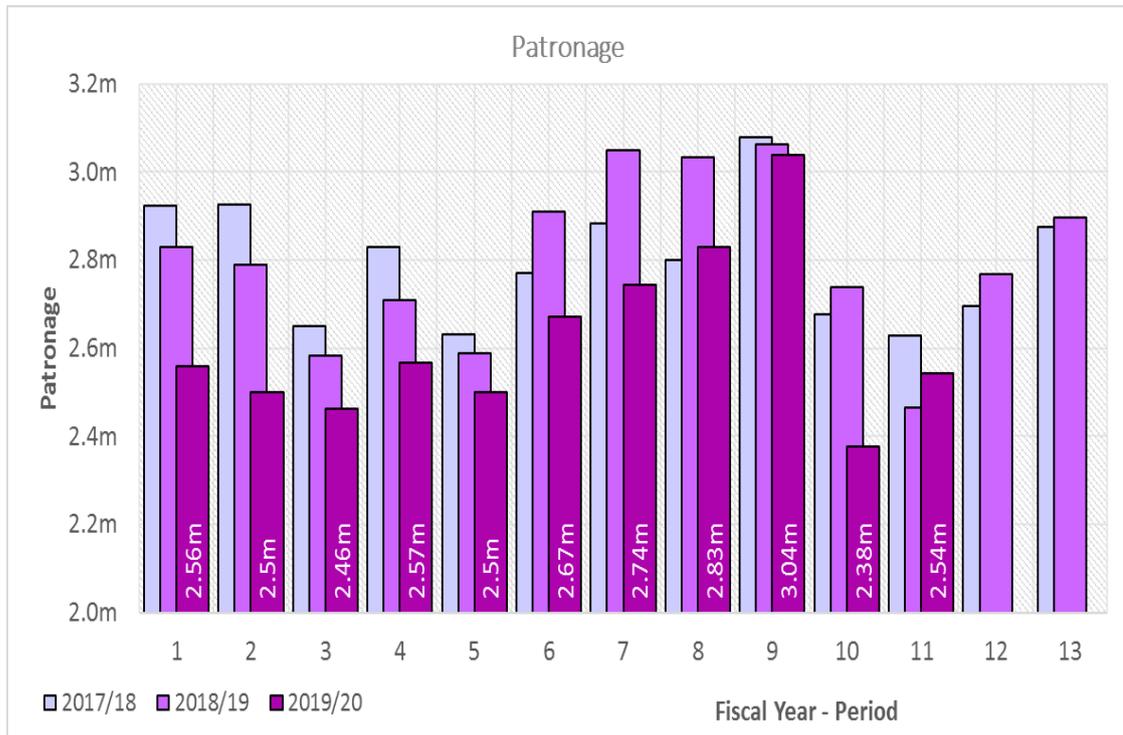
2.3 The latest November 2019 **Metro Customer Satisfaction Survey (CSS)** shows an overall score of 7.62. Whilst this is below the target of 7.80 it shows significant improvement over last November's figure of 7.17. Progress was seen in the categories of 'Staff', 'Information' and 'Safety and Comfort'



2.4 **Punctuality** over the year has remained below target for all periods, mainly due to the availability of drivers and reliability of the fleet. However, during the year steps were taken to reverse this trend including an increase in the number of drivers being recruited and trained.



2.5 The moving annual total for **Metro Ridership** is now 34.7m, 4.7% below the equivalent figure for 2018/19 of 36.4m. Period 11 (5th Jan – 1st Feb 2020), however, saw 3.19% increase in patronage compared to the same period in the previous year



2.6 In January 2020 the contracts for the **New Metro Fleet**, fleet maintenance and new depot were awarded to Stadler. The Howdon Depot is scheduled to be completed in June 2020

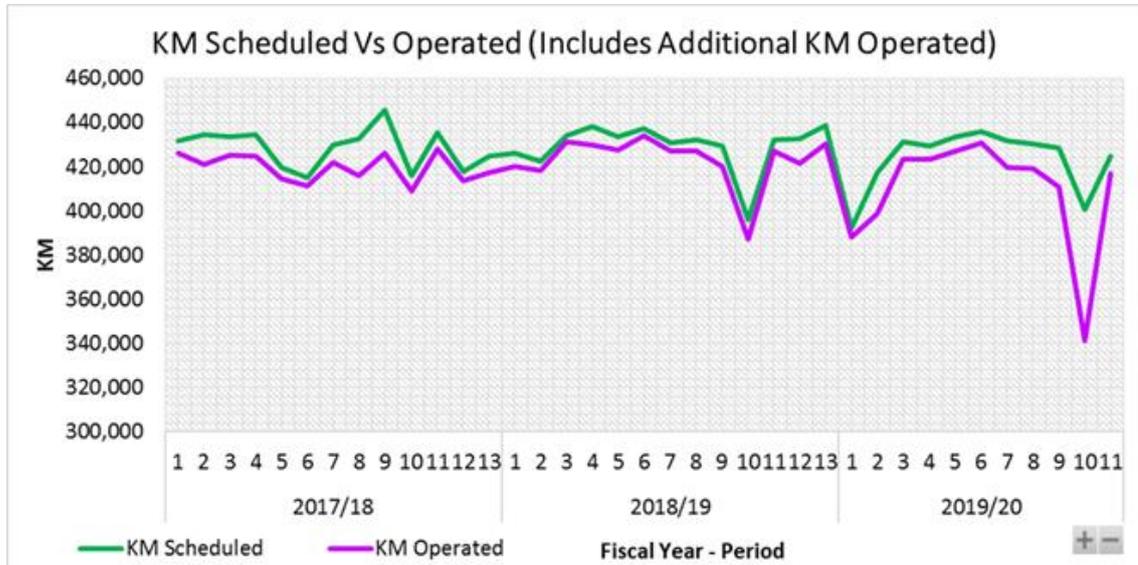
2.7 The **Ferry** also saw a challenging operating year, with storm damage to the North Bank landing, taking the Ferry out of service for a significant period in late November. Whilst a replacement bus was available the suspension highlights the importance of the Ferry to the leisure market, with a 66% drop in patronage recorded. Adverse weather has affected the recovery of patronage once it resumed service with 24 cancelled trips in the most recent period

2.8 Research shows that the punctuality and reliability of Metro is the main driver of **customer satisfaction**. Performance is monitored through 'delay minutes'. This is the number of minutes delay to the service that each problem causes in total.

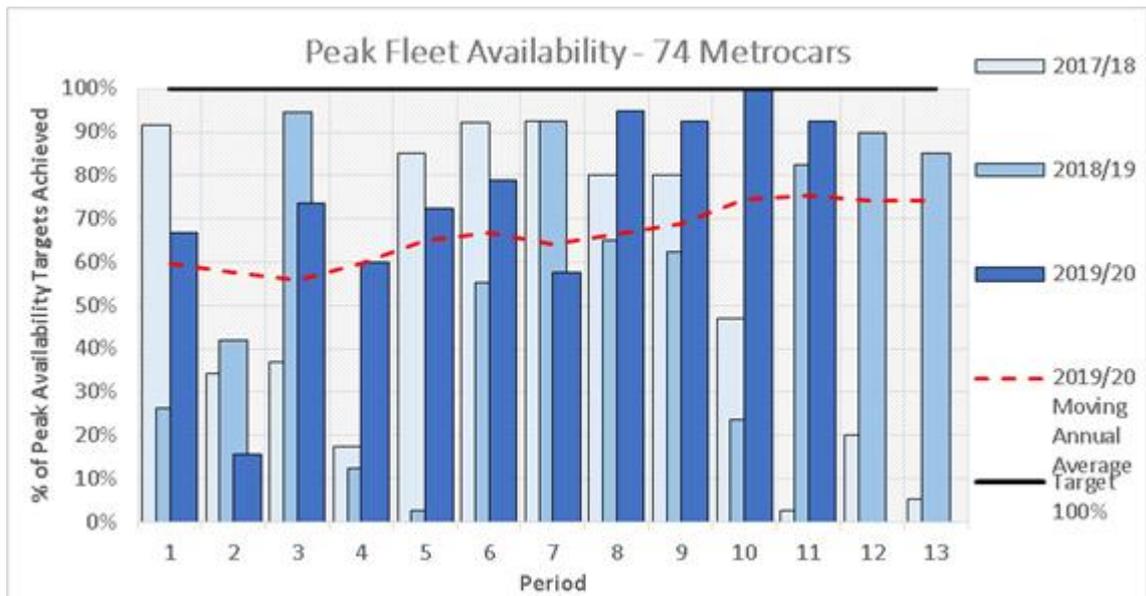
The causes of delay, related to operation of Metro, are; (year to date):

Cause	Delay minutes
Operations and Traincrew (Drivers)	100,387
Fleet related	69,851
Anti-social behaviour, passenger	39,711

- 2.9 The following graph shows, for the past three years, the relationship between the service that was *planned* to be delivered (measured in km) shown in green, and the service that was *actually* delivered, shown in purple. The major discrepancy at the end of 2019/20 was caused by the industrial action taken by train crew during December 2019.



- 2.10 One of the causes of delay has been the reliability of the fleet of Metrocars, this accounted for nearly 70,000 delay minutes, the most significant issues being to do with fleet power, power circuits and power control problems which accounted for over 17,000 delay minutes and saloon door and door control issues which contributes over 9,000 minutes
- 2.11 The current fleet is now 40 years old, and despite refurbishment is now well past its operational life. To address this challenge Nexus has:
- Secured funding from Central Government for a new fleet, depot and the on-going maintenance of the Metrocars. In total worth over £700m.
 - Following an OJEU compliant procurement process the contract was awarded to Stadler and new trains will start arriving in service from 2023
 - Invested over £1m in the 2019/20 financial year to improve the performance of the existing fleet, the results of this investment are starting to materialise in the peak fleet availability. Issues still remain in the reliability of the trains once in service, but the continued investment programme will help close this gap.



2.12 As a result of this investment excess headway minutes attributed to the fleet have reduced by 18% compared to the previous year.

2.13 Performance has also suffered due to traincrew availability. Metro has lost a significant number of drivers in 2019/20 mainly to other Train Operating Companies (TOCs) who are recruiting drivers to facilitate expanded timetables and new rolling stock. Overall this category accounted for over 100,000 delay minutes, the main reason being no driver available to operate a scheduled service which accounted for over 53,000 of these minutes.

2.14 The issue has been exacerbated by the length of time it takes to train a new driver. Currently it takes 5.5 months to train a driver, compared to the notice period for Metro drivers, which is currently 1 month.

2.15 To address this challenge Nexus has:

- Increased the numbers of drivers recruited from 24 per annum to 48
- Increased the numbers of drivers in training, increasing the number of driving schools to 6 per year
- Doubled the number of driver trainers, removing issues arising from informal practices. These are now in post.
- Plan for additional driver and trainer resource to support the introduction of the new fleet
- Put in place more detailed analysis of train crew performance and detailed individual training plans
- Negotiating with the Trades Unions on drivers terms and conditions
- Investigate Driver apprenticeships.

2.16 Another significant impact on performance is anti-social behaviour, including vandalism. Over the year to date there have been over 22,000 delay minutes associated with various types anti-social behaviour, including over 6,600 for

vandalism, which has significantly increased compared to previous years. A further 17,000 minutes in this category relates to passenger illness and passenger loadings.

- 2.17 To combat anti-social behaviour Nexus has been running joint undercover operations with Metro Police Unit that has resulted in several arrests.
- 2.18 Other actions taken to improve Metro Operations performance and improve punctuality include:
- New train performance, timetabling and resource management systems implemented later this year will help improve planning and delivery of the service.
 - Recruiting to new posts to manage Metro operational performance, resource and planning
 - Recruited two additional operational managers to improve train crew management

2.19 With regards to Metro infrastructure the top five causes of delay are (year to date):

Description	Delay minutes	Number of incidents
Power supplies – Overhead line Faults	7,690	17
Project renewals – Equipment failure (This category includes a new Rail Traffic Management System (RTMS) which regulates the movement of trains across the network and some radio faults)	6,177	215
Power supplies – Circuit breaker trip / substations	5,662	42
Network Failure – failure of resilience link within the control room	2,706	1
Signalling – track circuits	2,454	31

2.20 There were three significant instances of failure in the Overhead Line. In April, 500 metres of wire, droppers and cantilevers were damaged at West Monkseaton and 600 meters at Chillingham Road, this resulted in over 2100 excess headway minutes and significant service suspensions. In October there was overhead line damage at Hebburn which resulted in service suspension with over 2900 delay minutes. In December there was an overhead line failure between Regent Centre and Wansbeck Road which resulted in over 1000 delay minutes.

- 2.21 Nexus has invested over £350m in renewing the Metro's infrastructure since 2012 when the current programme of renewals began. To date £14m has been invested in overhead line equipment covering 24.5 route kilometres and a condition survey of the overhead line is being undertaken to fully understand where the risks to the network are. Subject to funding confirmation, £30m will have been invested in the Overhead Line by 2025/26.
- 2.22 The overhead line renewal is subject to an ongoing rolling programme of replacements prioritised on asset condition.
- 2.23 With regards to RTMS and radio faults (project renewals – equipment failure) since the installation of the RTMS system and subsequent updates to the software the performance of these assets has improved considerably over the year, to the point where the number of incidents is now small.
- 2.24 A power study was commissioned on the Metro network to understand why there were a large number of circuit breaker trips. The recommendations of this report were implemented in October 2019 and this has significantly reduced the number of trip incidents since.
- 2.25 In January there was a failure of the resilience link within the control system which resulted in the Control Room being unable to see the location of the trains on the network, this resulted in the signalling systems being set to red as a safety measure. This one incident resulted in over 2700 delay minutes and the network being halted in its entirety for over an hour. We have taken steps to improve the robustness of the system including replacing resilience systems and improving how we monitor links so problems are identified before an issue materialises.
- 2.26 A series of projects associated with renewing rail, track and track joints across the network has significantly improved the condition of the asset and along with the fine tuning of track impedance bonds has reduced the faults associated with the track circuits.
- 2.27 Other major projects completed in the year include:
- Track renewal between Gateshead Stadium and Felling,
 - Re-railing within the tunnels between the QEII bridge and Gateshead Stadium entirely in night shift, without disruption to passengers
 - Replacement of Burnside and Beach Road Metro bridges in North Tyneside,
 - Point motor replacements where 20 out of 32 have been renewed,
 - Installation of Pan Tilt Zoom (PTZ) CCTV cameras with much improved image quality,
 - Refurbishment of a further 7 halt stations is being concluded – including accessibility improvements.

3. Principles of decision making

- 3.1 Updates on performance and action taken are reported to each meeting of the Tyne and Wear Sub-Committee for scrutiny

4. Potential Impact on Objectives

- 4.1 Monitoring of Nexus' performance helps to provide assurance that local transport policies and objectives are being implemented efficiently and effectively.

5. Financial and Other Resources Implications

- 5.1 Nexus' Director of Finance and Resources confirms that there are no direct financial implications arising from this report.

6. Legal Implications

- 7.1 There are no direct legal considerations arising from this performance monitoring update report

7. Equality and Diversity

- 8.1 There are no specific equalities and diversity considerations arising from this performance monitoring update report

8. Crime and Disorder

- 8.1 There are no specific crime and disorder considerations arising from this performance monitoring update report

9. Other Impacts

- 9.1 There are no direct proposals arising from this performance monitoring update report, and therefore no consequential impacts

10. Next Steps

- 10.1 Nexus will continue reporting periodic performance to the Tyne and Wear Sub-Committee of the Joint Transport Committee and will consult with the Committee on the development of its Corporate Plans

11. Appendices

- 11.1 Detailed performance break down by Corporate Business Plan Theme
- 11.2 Nexus Corporate Business Plan 2019-20

12. Background Papers

- 12.1 Metro Driver Resource, Tyne and Wear Sub Committee September 2019

12.2 Monitoring Nexus Performance, Tyne and Wear Sub Committee July 2019, September 2019, November 2019, January 2020

13. Contact Officers

13.1 Name: Helen Mathews

Designation: Head of Corporate Planning

E-mail helen.mathews@nexus.org.uk

Tel: 0191 203 3455

14. Sign off

- 14.1
- Proper Officer for Transport: ✓
 - Head of Paid Service: ✓
 - Monitoring Officer: ✓
 - Chief Finance Officer: ✓

15. Glossary

Appendix A

The RAG (Red/Amber/Green) status for each of these workstreams below reflects the overall performance at the end of P11:

Theme 1: Deliver public transport today.		Status
Key priority	<p>Improve the Metro customer journey experience</p> <ul style="list-style-type: none"> The most recent Metro Customer Satisfaction Survey in November 2019 is 7.62 just under the target of 7.8. This shows an improvement over the November 2018 score of 7.17. Over the year satisfaction has shown an upwards trend within seasonal variations. The Metro ridership moving annual total at the end of Period 11 is 34.7m, 4.7% below the equivalent figure for 2018/19 of 36.4m. However the most recent period showed a positive upturn in patronage with ridership 3.19% above the same period in the previous year. The Metro fare revenue forecast for 2019/20 is now £44.9m, 4.3% below the base budget of £46.80m. The current annual punctuality to date for 2019-20 is 80.7%, 6.6% below the target of 87.3%. Peak fleet availability continues to improve. 	Red
	<p>Protect levy funded frontline services</p> <ul style="list-style-type: none"> The 2019/20 current forecast is a deficit of £2.5m, a situation that has improved over the year. This will not impact frontline services in 2019/20. 	Amber
	<p>Deliver Technological Improvements</p> <p>Over the year a number of projects have been progressed:</p> <p>ITSO Smart Ticketing: Nexus is supporting ITSO (the Smart Ticketing National Standards body) in a Host Card Emulation (your phone becomes your Pop Card) trial on Metro. “Crowd Testing” has been completed and initial feedback has been positive. There have however been some technical difficulties, with a high number of failed ‘Taps’ However a fix is being deployed and preparations for launch has commenced</p> <p>Work has also started on agreeing a solution for Pay as you Go.</p> <p>Metro Ticket Machines (TVMs)</p> <p>Bank card readers have been upgraded on the TVMs and</p>	Amber

	<p>this has improved performance. Two thirds of transactions are now by card, and more than half of all transactions by contactless payment.</p> <p>Multi-Modal Smart Ticketing</p> <p>Discussions have commenced with local Bus Operators to convert existing Network Ticketing Limited (NTL) products to ITSO Smartcards as a first step in introducing a multi-model/multi-operator Pay as you Go daily price capped product.</p>	
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Theme 2: Prepare for the Future		Status
Key priority	<p>Award contracts to design, build and maintain a new train fleet.</p> <ul style="list-style-type: none"> • The Business Case for the new fleet and depot was signed off by the Department for Transport in November and the letter confirming the funding received. • The contract was awarded to Stadler in January 2020. • The Howdon ‘satellite depot’ is on programme to be completed in June 2020. This project is a crucial project to allow the development of the Gosforth Depot and the deployment of the new fleet 	Green
	<p>Ensure the North East’s priorities are reflected in TfN’s plans.</p> <ul style="list-style-type: none"> • During the year there has been active engagement with TfN and other stakeholders on behalf of the North East on a variety of issues: <ul style="list-style-type: none"> ○ The draft proposition to the Williams review reflects the JTC position on rail devolution. ○ TfN continue to push Government to include whole of Northern Powerhouse rail in the public consultation. ○ On HS2 Nexus awaits the outcome of the Oakervee review and a JTC response will be prepared once the outcomes are known. ○ A briefing note has been prepared for the Regions MP’s on the Restoring your Railway fund [Reversal of Beeching cuts] and the opportunity monitor to potential developments within the region. 	Green
	Develop plans to expand Metro and local rail services	Green

	<ul style="list-style-type: none"> • Metro’s Flow project: The project to facilitate the expansion of the Metro Network through removal of the last single track section of Metro has progressed to Outline Business Case and was submitted as part of the regional Transforming Cities bid to government. An announcement on funding is expected in March 2020. • Meanwhile work has commenced on the feasibility studies into the wider expansion of the Metro network in line with the Metro and Local Rail Strategy. 	
	<p>Develop plans to improve the local public transport network and the use of new mobility services</p> <ul style="list-style-type: none"> • As well as Metro Flow Nexus submitted three further schemes into the regional Transforming Cities bid. These were; the expansion of the Callerton Park and Ride Site, the development of a Bus Based park and ride site at Follingsby as a precursor to the development of the Leamside line and a rail based facility and a package of measure to improve ticketing, information and security at Metro park and ride sites. • Nexus, in conjunction with North Tyneside Council are also seeking funding for the replacement of Tanner’s Bank bridge and the relocation of the North Bank Ferry Landing to the Fish Quay to support regeneration in that area. • Along with the Transport Strategy Unit Nexus are seeking funding from the ‘Better Deal for Bus Users’ fund including the restoration of loss links and preparing for bidding into the recently announced £5bn fund for bus and cycling. • Nexus are also working with Sunderland City Council on a Transforming Cities fund bid for the redevelopment of Sunderland Station 	Green

Theme 3: Focus on organisational effectiveness		
Key priority	<p>Implement change and pursue continuous improvement</p> <ul style="list-style-type: none"> • Progress continues on the new organisation structure, aligning with the Fleet maintenance contracts, the TUPE transfer of staff from NEMOL (North East Metro Operations Limited) into Nexus that happened on 1st November and the revised senior management arrangements following the appointment of the Chief 	Green

	<p>Operating Officer who started work at Nexus in January 2020.</p>	
	<p>Deliver the new Nexus' Learning Centre in South Shields</p> <ul style="list-style-type: none"> • Construction is on programme for occupancy in April 2020. 	<p>Green</p>
	<p>Continue the planned Asset Renewal Programme</p> <ul style="list-style-type: none"> • The Metro Asset Renewal Programme has delivered £25m of investment into the Metro Network. • Key projects completed to date include: <ul style="list-style-type: none"> ○ Investment in a Rail Traffic Management System ○ Refurbishment of Halt Stations ○ Permanent Way replacement including re-railing in the tunnels between QEII bridge and Farehead ○ Completion and opening of the South Shields Interchange ○ Overhead Line renewals programme • Preparations are underway for track renewals between Heworth and Pelaw in Summer 2020 and Track – platform interface compliance for the Airport line. • Negotiations are on-going with Government for the Essential Renewals programme from 2021-22 to 2025/26 continue this vital work. 	<p>Green</p>

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Nexus Corporate Plan

2019/20

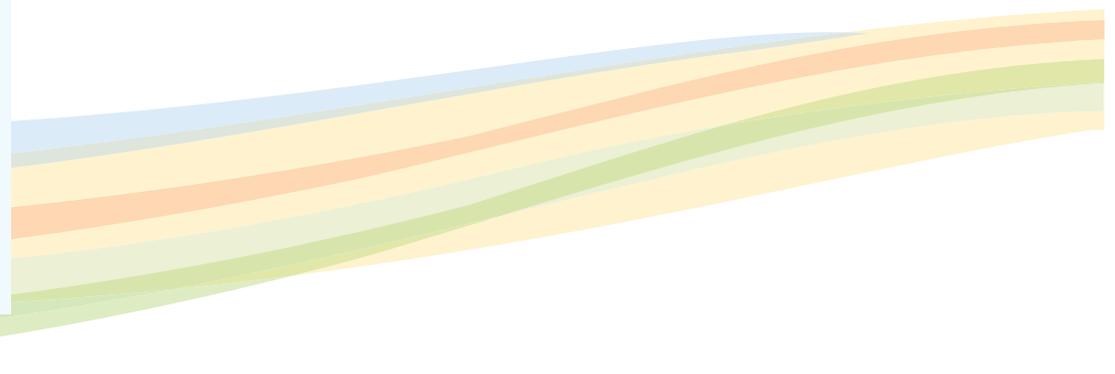
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Executive Summary

'Making public transport great for our environment, economy and communities'.

Nexus vision

Our Corporate Plan for 2019/20 provides the framework for Nexus to deliver services, prepare for the future and manage effectively.

To achieve our vision, our Corporate Plan is built around three central themes:

- **Deliver public transport today,**
- **Prepare for the future, and**
- **Focus on organisational effectiveness.**

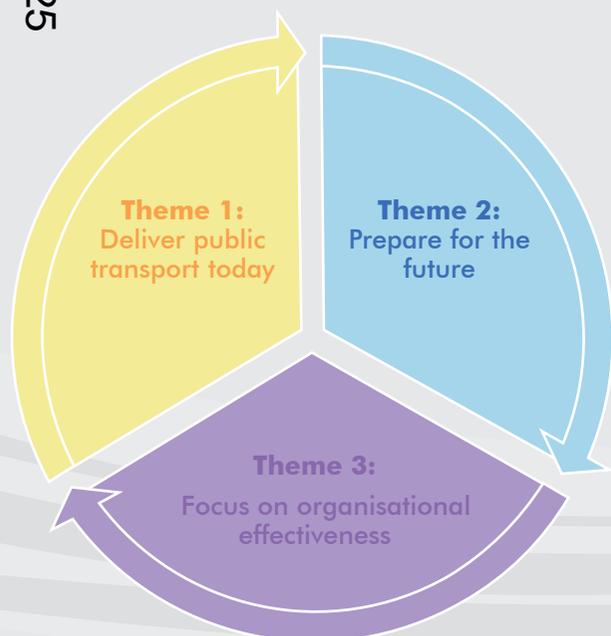
Our ten key priorities during the year ahead are to:

- 1** Award contracts to design, build and maintain a new fleet of trains for the Tyne and Wear Metro and to design and build a new depot.
- 2** Improve our customers' journey experience on Metro.
- 3** Continue the programme to modernise the Metro with track renewal, replacement of overhead power lines and the opening of a new Transport Interchange in South Shields.
- 4** Open our new Learning Centre in South Shields, to provide a step change in how we develop our people and make Nexus an employer of choice.
- 5** Ensure the North East's priorities for transport are properly reflected in Transport for the North's (TfN's) investment plans.

- 6** Develop plans to expand Metro and local rail services, connecting communities not currently served by either Metro or Northern rail services.
- 7** Implement organisational change to deliver efficiencies, ensuring we achieve value for money in everything we do.
- 8** Protect levy funded frontline services and discretionary concessionary travel schemes.
- 9** Develop plans to improve the local public transport network and the use of new mobility services.
- 10** Deliver technological improvements, which will benefit our customers and encourage wider use of public transport.

The content of our Corporate Plan sets out in more detail how we will achieve these priorities.

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1 Nexus' business planning framework

Nexus is the statutory Passenger Transport Executive for Tyne and Wear, a public body established under provisions made in the Transport Act 1968 (as amended). Originally formed under the Tyneside Passenger Transport Area (Designation) Order 1969 the geographic area was extended by the Tyneside Passenger Transport (Designation of Additional Area) Order 1973 to align with the formation of the then metropolitan county of Tyne and Wear.

In April 2014 the arrangements made to establish the North East Combined Authority under the Local Transport Act 2008 and the Local Democracy, Economic Development and Construction Act 2009 defined our coverage as consisting of the areas of the constituent councils Gateshead, Newcastle upon Tyne, North Tyneside, South Tyneside and Sunderland.

More recently arrangements made under the Newcastle upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 have introduced new political governance arrangements for local public transport in the area through the appointment of a Joint Transport Committee, supported by a Proper Officer for Transport.

Transport functions therefore continue to be dealt with on an integrated basis across the areas of the Newcastle upon Tyne, North Tyneside and Northumberland Combined Authority and the Durham, Gateshead, South Tyneside and Sunderland Combined Authority (the Combined Authorities).

Our primary business remit is to deliver the policy aims and objectives set for us by the Joint Transport Committee and as guided by its Tyne and Wear Sub Committee. We own and operate the Tyne and Wear Metro light rail system and the Shields Ferry service as well as procuring socially necessary bus services across the five local authority areas in Tyne and Wear.

We also administer the English National Concessionary Travel Scheme for that area, provide information about local public transport, promote the use and convenience of local public transport services and facilities and we oversee various discretionary concessionary travel schemes, which are locally funded by the district councils through the transport levy for the authorities in Tyne and Wear, as set by the Joint Transport Committee in consultation with the Combined Authorities.

1.1 Nexus' business mandate

The Joint Transport Committee intends to develop a single Transport Plan for the North East (the Transport Plan), focussing on shared priorities agreed by the Combined Authorities, which are the Local Transport Authorities for their respective areas. This will be a comprehensive statutory document, setting out the policy aims and objectives for us to deliver. A Bus Strategy for the North East is being developed to complement the Transport Plan.

1.2 Implications for Nexus' corporate planning processes

Our Corporate Plan will be adjusted to align with the emerging policies, aims and objectives being set by the Joint Transport Committee as the Transport Plan develops.

These adjustments will be supported by our internal business planning processes which complement and support the financial and performance reporting duties and responsibilities of Nexus to the Joint Transport Committee.

In addition we will continue to develop a suite of strategies and policies, with supporting evidence, to guide and drive the services and facilities we deliver. These documents, such as the Metro and Local Rail Strategy or the Concessionary Travel Policy for Tyne and Wear are developed over time to reflect the emerging policy aims, objectives and priorities mentioned above.

Being a public body we develop our plans by listening to local people and businesses. When we intend to make changes or deliver projects which impact on people, we seek to ensure there is appropriate engagement and take account of the feedback we receive. In line with our vision (see next section) the proposals we develop will seek to obtain economic, environmental and community benefits. We strive to play an active part within the communities we serve at all times, and be a good neighbour to those who live close to the Metro line.



2 Corporate Plan

‘Making public transport great for our environment, economy and communities’.

Nexus vision

Our corporate values are central as we drive performance improvement and deliver economic, environmental and community benefits in accordance with our vision. These values are for the organisation, and its staff, to be:



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Our people bring our vision to life, and applying these values across the organisation will form an integral part of our achievements, enabled through our performance management framework.

To achieve our vision the Corporate Plan for 2019/20 is built around three central themes and ten key priorities:

1. Deliver public transport today:

- Improve our customers' journey experience on Metro.
- Protect levy funded frontline services and discretionary concessionary travel schemes.
- Deliver technological improvements, which will benefit our customers and encourage wider use of public transport.

2. Prepare for the future:

- Award contracts to design, build and maintain a new fleet of trains for the Tyne and Wear Metro and to design and build a new depot.
- Ensure the North East's priorities for transport are properly reflected in TfN's investment plans.
- Develop plans to expand Metro and local rail services, connecting communities not currently served by either Metro or Northern rail services.
- Develop plans to improve the local public transport network and the use of new mobility services.

3. Focus on organisational effectiveness:

- Implement organisational change to deliver efficiencies, ensuring we achieve value for money in everything we do.
- Open our new Learning Centre in South Shields, to provide a step change in how we develop our people and make Nexus an employer of choice.
- Continue the programme to modernise the Metro with track renewal, replacement of overhead power lines and the opening of a new Transport Interchange in South Shields.

Applying our corporate values throughout the organisation (see diagram on following page) we deliver projects and work programmes that are aligned to these priorities.

Nexus' performance management framework, which monitors progress in delivering milestones and targets, includes reporting every four weeks to Nexus' Senior Leadership Team. This ultimately fulfils the governance requirements set by the Joint Transport Committee for monitoring Nexus' performance through the Tyne and Wear Sub-Committee.

Chart showing high level outline of Nexus' structure:



2.1 Deliver public transport today

This theme is about improving public transport as currently provided. We cannot aim to do better tomorrow if we haven't first got right what we do today.

2.1.1 Improve our customers' journey experience on Metro.

Punctuality and reliability of services is a high priority for Metro customers. Nexus aims to achieve and exceed a moving annual average of 87.2% Charter Punctuality in 2019/20. A fleet investment programme for the current Metrocars is aimed at improving fleet availability to achieve this target.

Operational safety is a crucial consideration for Metro, keeping Signals Passed at Danger (SPaDs) to a minimum, reducing as far as reasonably practicable operational risks, improving the safety and security of passengers and staff and further reducing the overall level of incidents at the Platform Train Interface.

Customer satisfaction is of paramount importance and we will strive to achieve the target score of 7.8 when averaged over the quarterly Customer Satisfaction Surveys in May, August, November and February.

High quality infrastructure provision is essential to the smooth running of a railway. Nexus strives to ensure that the required infrastructure is available at a specified standard on which to run the Metro service including control of external third party works which interface with our infrastructure

2.1.2 Protect levy funded frontline services.

Having experienced cuts to the grant we receive through the local transport levy, we will do whatever is reasonably practicable to ensure delivery of frontline services dependent on such discretionary funding including:

- The cross-Tyne Ferry operation between North and South Shields.
- Socially necessary bus services secured under contract by Nexus.
- Online information, journey planning and ticketing facilities at www.nexus.org.uk
- Advice and customer support provided through various channels e.g. the One Stop Shop on 0191 20 20 747.
- Tailored bus service timetable information at around 6,000 bus stops throughout Tyne and Wear.
- Management of around 2,000 bus shelters in the area.
- Management of bus stations and public transport interchanges.
- Administration of various local discretionary concessionary travel Schemes including Metro Gold Card, Companion Card, TaxiCard and Under 16 travel.

2.1.3 Deliver technological improvements, which will benefit our customers and encourage wider use of public transport.

We will apply technology to make the use of public transport simple and attractive for customers for example:

- Improving digital connectivity whilst travelling on Metro
- Improving ticketing systems
- Exploiting real time bus passenger information

We will investigate options for providing information for customers in new and innovative ways. We will also examine and develop ways to incorporate pricing into the passenger information systems.

These developments complement the local aspiration for a fully multi-modal smart ticketing and transport information network across the North East, and align with the plans of TfN on the implementation of integrated smart ticketing across the North.

We are also exploring the potential for an integrated journey planning, journey ticketing and journey tracking app which uses online connectivity and smartphone technology to deliver a comprehensive service that can satisfy the total travel needs of the travelling public, not just individual journeys.



2.2 Prepare for the future

2.2.1 Award contracts to design, build and maintain a new fleet of trains for the Tyne and Wear Metro and to design and build a new depot.

Five bidders have been shortlisted to design, build and maintain a new fleet of trains for the Tyne and Wear Metro, and construct a new depot.

Detailed negotiations will narrow this down to a single preferred bidder by the end of 2019. The first new trains will be delivered two years after that.

The successful bidder will design, build and maintain a fleet and provide maintenance facilities that will serve Metro for 35 years, including a new depot at the existing site in Gosforth, Newcastle. Its modern design will offer an opportunity to improve the depot's environmental credentials.

We want to see trains which improve passenger flow and dwell times at stations through improved seating layouts, wider doors and stand-back areas, wide aisles, and a layout to encourage flow of passengers through the vehicle.



The new fleet will arrive in programmed tranches and the current fleet will progressively be withdrawn from operation over the two year period. The successful bidder will also be responsible for maintaining the current fleet of trains to ensure there is a smooth transition between the old and new fleet between late 2021 and 2024.

2.2.2 Ensure the North East's priorities for transport are properly reflected in Transport for the North's (TfN's) investment plans.

We will drive the local agenda across TfN's broad portfolio of work on behalf of the area.

TfN is seeking to bring about a transformational improvement to the economic prosperity of the North. Nexus will continue to lead on behalf of the area on the various work programmes to ensure the North East's transport priorities are incorporated in pan-northern scheme developments.

The main workstreams include:

- the Strategic Transport Plan and accompanying Long Term Investment Programme,
- the Northern Powerhouse Rail project,
- the Major Road Network,
- Integrated and Smart Travel,
- Strategic Development Corridor studies, and
- the Long Term Rail Strategy.

Additionally, building on the North East Rail Management Unit (NERMU), we will engage with regional partners, train operating companies, Network Rail and the Department for Transport (DfT) to maximise the benefits of investment in the Northern and TransPennine franchises, ensuring that local ambitions for heavy rail are achieved.

Through the NERMU, we will continue to work with colleagues from across the North East of England to monitor the Northern rail franchise operator and help it develop and promote services, in particular through the adoption of integrated ticketing and timetabling.

Further afield, we will continue to pursue the following:

- Invest and work with Network Rail, HS2 Limited and TfN, to grow capacity, resilience and reliability of services including for our main line to London and Scotland.
- Improvement in long-distance connections to and from economic centres in the region.
- Reducing journey times and increase the number of trains to core cities from the region, including Leeds, Manchester, Edinburgh and Birmingham.
- Lobbying to ensure the North East is part of the High Speed Rail network.
- Further devolution of the Northern rail franchise.
- Assist local authorities with their Rail Station development plans.

We will do this by representing the local interests in TfN (Rail) to Network Rail, HS2 Limited and the DfT.

2.2.3 Develop plans to expand Metro and local rail services, connecting communities not currently served by either Metro or Northern Rail services

We intend to develop the Metro network, the local rail network and the passenger trains that operate on both of them as a single local rail system when developing expansion plans for the future. The intention is to create a locally-managed network of passenger services that is integrated and provides a high quality journey experience to passengers.

To progress this journey we will develop and deliver a 'Blueprint' for the extensions programme, having assessed the feasibility of rail route extensions, leading ultimately to the development of business cases for initiatives to support the aspirations contained in the Metro and Local Rail Strategy.

Using the knowledge and information collated through this work we will identify schemes for inclusion in a 'bid ready' pipeline.

This pipeline of projects will help enable us to underpin the Strategy by using opportunities such as the Department for Transport's (DfT's) Transforming Cities Fund (TCF) which has been established with a view to funding capital infrastructure works that will deliver transformational benefits in sustainable and public transport networks.

We will keep stakeholders and local people informed through delivery of the first stages of a strategic communications plan for the extensions programme.

We will work with Northumberland County Council and Network Rail for the introduction of passenger services on the Northumberland line.

2.2.4 Develop plans to improve the local public transport network and the use of new mobility services.

We will include public transport network improvements (Metro, bus and rail) in the North East's next bid to the DfT's TCF. A draft bid will be prepared for mid-2019 with final submission anticipated in November 2019 and a decision on funding by DfT expected early in 2020. As part of the TCF process consideration will also be given to the case for bidding to obtain Future Mobility Zone status, which would allow access to additional DfT funding that would assist delivery of our aspirations for New Mobility Services (described below).

Such investment will assist in boosting our economy, expanding opportunities for work and training and contribute to environmental benefits.

We will work collaboratively with local authorities and bus companies to develop and implement a new Bus Strategy for the area. The strategy will set out ways in which the quality and attractiveness of buses can be improved and growth in bus usage can be achieved. It will also consider how buses can generally contribute to the improvement of the environment, particularly in respect of air quality, the economy and local communities.

Initial work on the strategy commenced during 2017/18 and continued through 2018/19. Bus operators formed a local association and have contributed to the development of the strategy alongside the seven local authorities in the Joint Transport Committee's area. Once the final bus strategy has been prepared and adopted, we will commence consideration of the options to deliver it.

We will also prepare a strategic outline business case that considers a long list of options for delivering the strategy. We will engage with the public and local businesses to help shape our thinking when putting recommendations to the Joint Transport Committee.

Together with local partners we are examining the circumstances that would make a New Mobility Services scheme succeed in the North East and understand the regulatory framework that may be needed to ensure the travelling public receive fair and accurate information when planning and paying for their travel. We will design and implement pilot tests to further examine the concept. Our approach is to take a lead in guiding the introduction of these new services so that the needs of passengers are paramount and the effect is to expand the reach of, not replace or undermine, our existing public transport network.



2.3 Focus on organisational effectiveness

Revenue spending in the public sector will continue to be constrained. Therefore we must focus on being an economic, effective and efficient organisation that delivers value for money to our customers and stakeholders.

2.3.1 Implement organisational change to deliver efficiencies, ensuring we achieve value for money in everything we do.

We will improve our organisational structure to further enhance efficiency and prepare for the necessary changes required to maintain our new Metrocar fleet.

We must also adapt our organisational structure in order to accommodate future reductions in our grant through the local transport levy.

An organisational aim is for the make-up of our workforce to reflect the diversity in the communities that we serve. We will actively work to increase the number of people working for us from under-represented groups through effective recruitment, appropriate reward and personal development. In particular we will develop and take forward a programme of activities to encourage women into our business, both attracting women to apply for jobs at Nexus and to support women as they progress in their careers

A key priority has been for us to negotiate local grant support from the transport levy throughout the medium term. Our financial objective in the medium term is to set a balanced budget without placing reliance on reserves.

All our capital projects, will be overseen by our Programme Management Office and delivered through our established and effective stage-gate control processes to ensure that time, cost and quality objectives are met.

We will progress the development of pipeline schemes to attract external funding by being in a position to respond immediately to any future competitive bidding opportunities. This will include working with others to identify external funding to meet local aspirations in regard to housing, regeneration, economic growth, environmental improvement and air quality initiatives.

We are 'greening' our ancillary vehicle fleet, specifying Euro 6 engines for replacements, working with the Energy Saving Trust to baseline carbon emissions and testing electric vehicles to determine options for future development.

We purchase many millions of pounds' worth of goods and services each year and will therefore ensure that we continue to obtain value for money through robust processes including adherence to public procurement regulations and our own standing orders, procurement processes & financial regulations.

2.3.2 Open our new Learning Centre in South Shields, to provide a step change in how we develop our people and make Nexus an employer of choice.

With construction scheduled to complete in autumn 2019, the new Learning Centre in South Shields will be opened during the year.

This will provide an opportunity to radically change our approach to training and organisational development, led by our new Head of Learning, to create a personal-development based learning culture at the heart of our business that will move us forward into the future.

The 33,500 sq. ft. training facility will boost skills, allowing for comprehensive competency based training, apprenticeships and learning opportunities for all Nexus staff with everything located on a single, dedicated and accessible site.

The centre will contain facilities for driver training, lecture and meeting rooms, offices, staff room, canteen and changing facilities, plus an enclosed light maintenance area including train inspection pits, a platform and mock station complete with lobby and barriers.

An external 70m stretch of dual track for rail infrastructure training will be built to the west of the building, including track, track points, signalling and overhead line.

2.3.3 Continue the programme to modernise the Metro with track renewal, replacement of overhead power lines and the opening of a new Transport Interchange in South Shields.

Financial year 2019/20 is Year 10 of the current 11 year Asset Renewal Programme (ARP) to upgrade and replace many of the assets across the Tyne and Wear Metro system. Expenditure on the ARP has been in accordance with the criteria set out in the DfT grant offer letter of February 2010.

Obtaining further funding for 2021/22 and later years is being discussed with the DfT and HM Treasury.

Our planned intention is for a total ARP expenditure, including over-programming, of just under £92m phased over the next three years as follows:

- 2019/20 - £34m
- 2020/21 - £22m
- 2021/22 - £36m*

* Subject to DfT & Treasury approval.

Projects during the year ahead include:-

Civils:

- We will be carrying out refurbishment works at Crossgate viaduct including replacement of concrete fascia boards

Permanent Way:

- Major track works will continue, focusing on the lines in the Gateshead area.

Overhead Line:

- Works to replace the overhead line between Jesmond and Gateshead Stadium and Tynemouth to Northumberland Park will take place.

Stations:

- Construction of our new Transport Interchange in South Shields town centre will be completed and open.
- We will progress design work for a number of interchange and city centre stations.

- Working with Network Rail (the owner of the Sunderland station) and the City Council we will continue with plans to progress the redevelopment of the station.

Communications:

- We will replace all of our CCTV cameras across the Metro system.

Signalling:

- Key works include track circuit replacements, cable degradation works, relay replacement, rewiring of location cases and replacement of point motors.

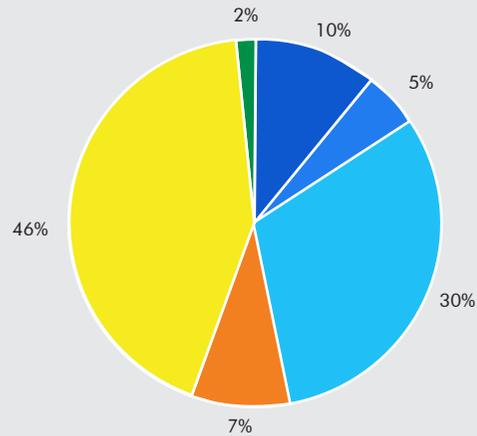
Fleet Investment:

- Ahead of introducing our new fleet, we will continue to invest in our ageing fleet in order that it continues to provide required levels of performance.

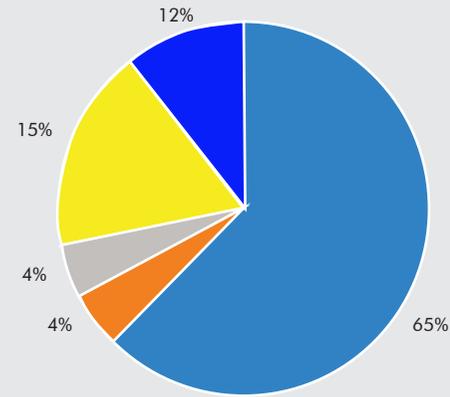
3 Expenditure, funding and concluding remarks

3.1 Nexus Capital Programme 2019/20 (€65.673m)

Split of Capital Programme Expenditure (%)



Split of Capital Programme Funding (%)

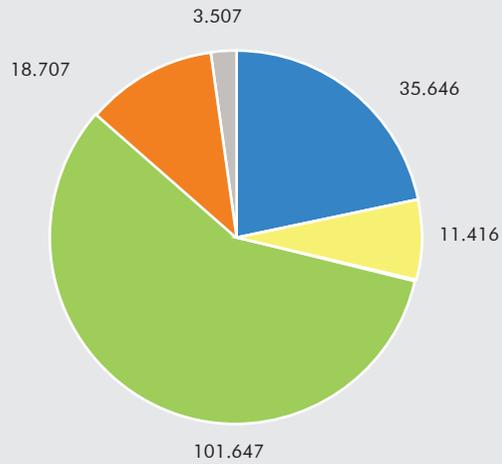


- Metro Track Replacement
- Metro Overhead Line Replacement
- Metro Other
- Learning Centre
- Fleet Replacement
- Digital Assets and Ferry

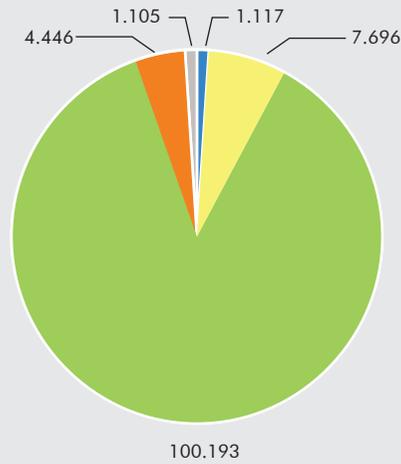
- DfT Grant
- LTP Grant
- LGF Grant
- Reserves
- Over-programming

3.2 Nexus Revenue Budget 2019/20 (£170.924m)

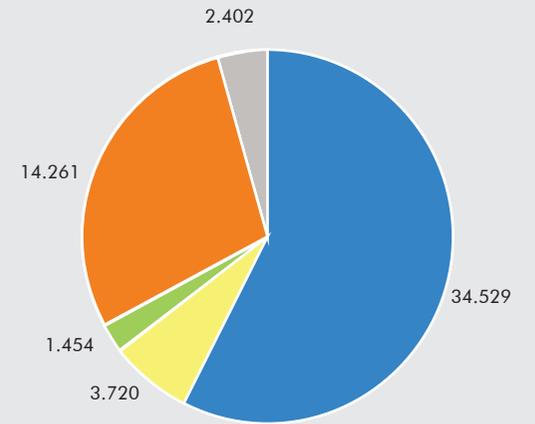
**Gross Expenditure
(£170.924m)**



**Gross Income
(£114.557m)**



**JTC Grant Funding including
£0.700m from Reserves (£56.367m)**



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- English National Concessionary Travel Scheme
- Bus Services & Infrastructure
- Discretionary Travel
- Other
- Metro

3.3 Concluding remarks

At Nexus we are at the heart of the communities we serve. We want the North East to be successful, thriving, growing; and for it to be fair, clean, safe and inclusive. The services that we provide help tens of thousands of people get around the area each day, helping them to get to jobs, education, healthcare, retail, entertainment and the numerous other activities that make up everyday life.

The Corporate Plan demonstrates that 2019/20 will be a challenging year for the Nexus Group across a range of developments.

To help prepare for and meet these challenges we have adopted a new vision statement that describes what Nexus wishes to do:

'Making public transport great for our environment, economy and communities'

This is supported by the organisation's new cultural values that we expect our people, who are key to its delivery, to demonstrate: We want all who work at Nexus to be Passionate, Positive and Professional in our jobs.

Opening the new Learning Centre during the year will ensure that we embed these values and increase organisational knowledge and expertise to achieve our objectives and strategies for the future.

New local political governance arrangements for transport through the North East Joint Transport Committee, and the development of a Transport Plan, will help to ensure that agreed aspirations for the local economy, as set out in the Local Enterprise Partnership's Strategic Economic Plan, are achieved and deliver a more sustainable transport system for the region – to the benefit of local communities.

Nexus is the delivery agent of the North East Joint Transport Committee, and the Combined Authorities, in respect of passenger transport functions for the area of Tyne and Wear, and will support achievement of the policy objectives set for those functions in an efficient, effective and economic manner.





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Nexus is the public body delivering local transport services for Tyne and Wear,
on behalf of the North East Joint Transport Committee.



North East Joint Transport Committee Overview and Scrutiny Committee

Date: 19th March 2020

Subject: Update on the North East Transport Plan

Report of: Managing Director, Transport North East

Type of Item: Development of New Policy

Purpose of the report

The purpose of this report is to provide the Joint Transport Overview and Scrutiny Committee with an update regarding the North East Transport Plan key elements and its vision, objectives and principles. It also informs on anticipated timescales for delivering the Plan.

Recommendations

The Overview and Scrutiny Committee is recommended to note, and offer comments on, the contents of this report.

Guiding Principles for Scrutiny Members:

The below are the key guiding principles to support the Overview and Scrutiny Committee Members in reading the report in advance of the meeting to:

- consider any added value that Scrutiny can bring
 - promote effective discussion and consider the information in the report
1. The impact the matter has on individuals in the community and across the North East Combined Authority
 2. Focus on the efficiency and effectiveness of the proposals, next steps and any potential changes
 3. Consideration to any risks that may occur
 4. Scrutiny focusing on any performance management or quality assurance

1. Background Information and current context

- 1.1 The North East Transport Plan will set out our objectives and ambitions for the region's transport network and make the case for strategic investment.
- 1.2 During 2019, Dr. Kirsty Laing, an independent researcher, held a series of interviews and joint sessions with JTC members and some nominated deputies about the shape that a Transport Plan should take for our region.
- 1.3 Dr. Laing's research concluded with a consensus that our Transport Plan should prioritise the following key elements:



- 1.4 Checks have been made to ensure that these features meet the legal requirements of a transport plan, and we are comfortable that they do so, with the addition that the Plan should also address safety.

2. Vision, objectives and principles

- 2.1 The vision for the Transport Plan is; 'Moving to a green, healthy, dynamic and thriving North East'.
- 2.2 The vision summarises the ambition for the Plan to focus on a **greener transport system**. The Plan will enable people to be more **socially mobile and healthier**, and live within a **more prosperous economy**. 'Moving to' references not only the notion of travelling, but also positive change such as the excellent **sustainable alternatives to the car** the plan will aspire to develop and the **changes in attitude to sustainable transport** this will engender.
- 2.3 The following objectives set out what we wish our Transport Plan to achieve:
- Carbon-neutral transport;
 - Overcome inequality and grow our economy;
 - Healthier North East;
 - Appealing sustainable transport choices; and
 - Safe, secure network.
- 2.4 These objectives will help to tackle the climate emergency and grow the region's economy, supporting the aim of the North East Strategic Economic Plan.

- 2.5 The following key principles have been adopted and are guiding the development of the Plan:
- **One, total network** – making sure people are connected and able to move about easily and efficiently.
 - **Look to the future** – considering the longevity of our Plan’s outcomes, ensuring that we take the needs of future generations in to account when developing proposals.
 - **A great experience** – making sure the services we provide are of the right quality, performance level and price.
 - **North East pride and passion** – our transport network should be a part of the North East. People from the region will be proud of our network and people visiting from elsewhere will admire it.
 - **Sound evidence and commitment to deliver for the region** – a detailed programme of improved infrastructure and better service delivery will flow from our Plan.
- 2.6 An Implementation Plan will accompany the Transport Plan. It will consist of a pipeline of projects and measures designed to deliver the vision, objectives and principles of the Plan.

3. Principles of decision making

- 3.1 The development of the Plan to date has been undertaken in accordance with NECA’s principles of decision making, including regular consultation with Joint Transport Committee, Transport Strategy Board and Transport Officers in the LA7 authorities.

4. Consultation

- 4.1 The following consultation process will take place:

Pre-consultation programme ‘The Big Transport Conversation’: May 2020

This will give the public the opportunity to tell us what they want from transport by submitting questions or videos of themselves expressing their wishes for transport in the North East. This can be done both through social media sites and more traditional means. The intention of this exercise is to raise the profile of the Transport Plan and increase awareness prior to publication, whilst seeking to engage people who do not usually participate in formal consultations.

Formal 12-week consultation: July – September 2020

At the end of the formal consultation, we will update the Transport Plan to reflect the feedback received. We will also contact stakeholders with a “you said, we did” document summarising the comments received and how they have been addressed. This response will include any new interventions as part of the Implementation Plan.

5. Potential Impact on Objectives

- 5.1 The objectives of the Transport Plan are consistent with the policies and priorities of both Combined Authorities, in particular the goal to become a net-carbon region by 2030.

6. Financial and Other Resources Implications

- 6.1 The costs of consultation and undertaking the statutory environmental assessments will be met from the Transport Strategy Unit budgets that have been agreed by the Joint Transport Committee.

7. Legal Implications

- 7.1 There is a legal requirement for a number of environmental and other assessments to be carried out in respect of plans and programmes for which there is a statutory requirement; LTPs fall within this definition. Consultants have therefore been appointed to carry out a Strategic Environmental Assessment, Habitats Regulation Assessment, Equalities Impact Assessment and Health Impact Assessment in respect of this Plan. These will collectively take the form of an Integrated Sustainability Appraisal.

- 7.2 There are no other specific legal implications at this stage.

8. Equality and Diversity

- 8.1 Poorer communities are often the worst affected by climate change and poor air quality. Moving towards a carbon-neutral transport network, with improved alternatives to car use and better air quality, should assist in reducing social exclusion and ill-health.

9. Crime and Disorder

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

10. Other Impacts

- 10.1 Development of the North East Transport Plan should assist with the objectives of both Combined Authorities to grow the region's economy whilst tackling climate change and areas of poor air quality.

11. Next Steps

11.1 The timescales for the development of the Transport Plan are as follows:

Time period	Activity/Deadline
May 2020 - 1 June	Pre-Consultation: 'The Big Transport Conversation'
June 2020	JTC endorse Plan for consultation
July 2020- September 2020	Formal consultation – 12-week period
October- early November 2020	Revise Plan to reflect comments and recirculation to Independent Review Panel and Transport Strategy Board
November 2020	JTC endorse final Plan for publication
January 2021	Transport Plan launch

12. Appendices

12.1 None.

13. Background Papers

13.1 None.

14. Contact Officers

14.1 Tobyn Hughes, Managing Director, Transport North East
tobyn.hughes@nexus.org.uk Tel: 0191 203 3246

15. Sign off

- 15.1
- The Proper Officer for Transport
 - Head of Paid Service:
 - Monitoring Officer:
 - Chief Finance Officer:

16. Glossary

16.1 None.



North East Joint Transport Committee, Overview and Scrutiny Committee

Date: 19 March 2020

Subject: Joint Transport Committee Forward Plan and Scrutiny Work Programme

Report of: Policy and Scrutiny Officer

Executive Summary

The purpose of this report is to provide an update on the suggested work programme for 2019/20 for the Joint Transport Overview and Scrutiny Committee.

Recommendations

The Overview and Scrutiny Committee is recommended to:

- i. Agree the suggested work programme.

1. Background Information

- 1.1 The Joint Transport Committee (JTC) Forward Plan is a document which the Joint Transport Committee is required to maintain under the Combined Authorities (Overview and Scrutiny, Access to Information and Audit Committees) Order 2017. The Forward Plan for the Joint Transport Committee, and its Committees is published on both the North East Combined Authority's website and on the North of Tyne Combined Authority's website. It lists the decisions that the Joint Transport Committee and its Officers intend to take in the coming months and must include all decisions to be made in the next 28 days. The JTC Forward Plan template 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. The JTC Forward Plan template has recently been updated and includes further information including if the decision is a 'Key Decision' and if an item will be discussed in private.
- 1.2 Details of each decision are included on the JTC Forward Plan 28 days before the report is considered and any decision is taken. This supports the transparency of decision making across the Joint Transport Committee and allows members of the public to see the items that will be discussed. There are special procedures for circumstances where publication for the full 28 clear day period is impractical or where there is special urgency. Both of these procedures involve the Chair of the Overview and Scrutiny Committee and would be reported to the committee at the next meeting.

Role of Overview and Scrutiny

- 1.3 The Joint Transport Committee, Overview and Scrutiny Committee has been established in accordance with Schedule 2 (4) of The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018.
- 1.4 The Joint Transport Committee, Overview and Scrutiny Committee can examine any decisions of the Authority – be that by the principal decision-making body or a committee or officer holding delegated authority. This Scrutiny occurs in public and ensures democratic and public accountability.
- 1.5 One of the main functions of this Committee is the review and scrutiny of decisions 'Key Decisions' made by the Joint Transport Committee and its Officers. The relevant regulations set out a test for what should be considered a Key Decision – being those which are most significant in financial or other terms. This is explained in the Decision-Making Protocol of the North East Combined Authority that was adopted by the Joint Transport Committee for its use at its inaugural meeting in November 2018.

Requests for Special Urgency / General Exception

- 1.7 In accordance with the Decision Making Protocol, it was agreed by Members that the request of any Short Notice Procedure that involved the Chair of the Overview and Scrutiny Committee would be reported at the next Committee. The table below

shows the number of requests made since the last meeting was held:

Type of Short Notice Procedure	Number of Requests since previous Committee
Requests for Special Urgency	0
Request for General Exception	1

Details of requests for Special Urgency and General Exception can be found at this website <https://northeastca.gov.uk/decision-making/forward-plan/special-notice-and-urgency-provisions/>.

In this instance the request for General Exception was for approval of the increase in Tyne Tunnel tolls for Class 3 vehicles from £3.60 to £3.70 to take effect from May 2020 and the approve the continuation of the 10% discount for permit holders.

Annual Work Programme - Update

- 1.9 The most recent version of the work programme has been compiled to allow the Overview and Scrutiny Committee the opportunity to consider items that will be of regional importance to the Joint Transport Committee, and items previously raised by Members. It is appended to this report.

1.10 Seeking assurance that processes are in place at local ports to address human trafficking

- 1.11 At the 7 November 2019 meeting of the JTC Overview and Scrutiny committee concerns were raised about the preparedness of local ports to address the risk of human trafficking into the North East.

- 1.12 The Chair of the JTC Overview and Scrutiny committee sent a letter to the Chief Executives of the eight sea and airports in the region as well as Border Force asking for assurance that appropriate measures are in place to guard against and monitor human trafficking into or within the region.

- 1.13 We have received seven responses to the letter which outline the following common measures that are in place to mitigate the risk of human trafficking.

- 1.14
- All Ports and Harbours comply with the ISPS code (International Ship and Port Facility Security Code). ISPS is an essential maritime regulation for the safety and security of ships, ports, cargo and crew and is a security measure put in place in response to the 9/11 attacks by the IMO (International Maritime Organisation) as part of the Safety of Life at Sea (SOLAS) convention. The main objectives of the ISPS code are to detect security threats and implement security measures.

- As part ISPS security measures to nationally set standards including perimeter fencing, CCTV, 24 security-controlled access and vehicle inspections.
- Tackling Modern Slavery and Human Trafficking is now Priority A in Border Force's National Control Strategy (2019).
- All frontline Border Force Officers are trained in how to identify and deal with potential child victims of modern slavery and human trafficking as well as those who seek to exploit them.
- Border Force also has a network of specially trained Safeguarding and Modern Slavery (SAMS) teams based in all regions, including the North East. The SAMS officers are operational and are on hand to ensure children and vulnerable people, including potential victims of modern slavery, are dealt with effectively
- Ports maintain strong lines of communication with Northumbria Police, Border Force and the Gangmasters and Labour Abuse Authority to facilitate the sharing of appropriate intelligence relating to slavery and human trafficking.

Powers of the JTC

1.15 At the 7 November 2019 meeting of the JTC Overview and Scrutiny committee raised a question on the powers of the Joint Transport Committee post the 2019 national election. At this time there were media reports commenting that further devolution of transport powers such as bus and rail could be provided to mayoral combined authorities.

1.16 Since the election there has been continued debate on the question of devolution. No clear guidance or position has been expressed by Government at this point. As such the powers of the Joint Transport Committee remain the same. If there is any further developments in the devolution discussion or a clear Government position this information will be brought back to the Overview and Scrutiny committee.

1.17 The Bus Services Act 2017 provided Mayoral Combined Authorities with the powers to implement bus franchising in their area without recourse to the Quality Contracts Scheme Board. However, as the North of Tyne Combined Authority is required to exercise its transport powers through the JTC, this power is not available locally. Instead, along with other local transport authorities, the JTC is able to apply to Government for access to the same powers, where decisions will be taken on a case-by-case basis.

1.18 The draft work programme is included as appendix 2.

1.19 This work programme reflects feedback from the Committee at the 19 December 2019 meeting, and discussions with the Chair and Vice-Chair. It should be considered a living document that can be added to as topics arise.

The Committee may wish to give consideration to adding to the work programme

2. and consider the proposed timing the different scrutiny mechanisms when planning their work programme going forward.

Proposal

- 2.1 The Committee is asked to review and agree the suggested work programme.

3. Reasons for the Proposals

- 3.1 To provide an opportunity for Committee members to input on any additional items as part of continued planning for the Work Programme for 2019/20.
- 3.2 The work programme will be refreshed and updated at each meeting of the Committee throughout the year.

4. Alternative Options Available

- 4.1 There are no alternative options available.

5. Potential Impact on Objectives

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

6. Financial and Other Resources Implications

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

7. Legal Implications

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

8. Key Risks

- 8.1 There are no key risks associated with the recommendations made in this report.

9. Equality and Diversity

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

10. Crime and Disorder

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

11. Consultation/Engagement

- 11.1 On-going consultation takes place with Officers and Scrutiny Members across the local authorities that make up the Joint Transport Committee, in regard to the items for the Annual Work Programme as Appendix 2.

12. Other Impact of the Proposals

- 12.1 The proposals consider the wider impact and take into account the Principles of Decision Making. They allow Members consideration of the items on the JTC Forward Plan and allow them the opportunity to have an overview of all performance, decision making and developments across the Joint Transport Committee structure.

13. Appendices

- 13.1 Appendix 1 – JTC Forward Plan
Appendix 2 – Annual Work Programme

14. Background Papers

- 14.1 None.

15. Contact Officers

- 15.1 Gavin Armstrong, Policy and Scrutiny Officer
Email: gavin.armstrong@northeastca.gov.uk
Telephone Number: Tel No: (0191) 4247537

- 15.2 Mike Barker
email: mikebarker@gateshead.gov.uk
Telephone: (0191) 433 2100

16. Sign off

- 16.1
- The Proper Officer for Transport: ✓
 - Head of Paid Service: ✓
 - Monitoring Officer: ✓
 - Chief Finance Officer: ✓

17. Glossary

- 17.1 NECA - North East Combined Authority
North East LEP - North East Local Enterprise Partnership
NTCA – North of Tyne Combined Authority

Appendix One

North East Joint Transport Committees – Forward Plan

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
North East Joint Transport Committee (JTC)							
JTC 7 (a)	17 March 2020	Non-key	Joint Transport Committee	<p>Capital Programme Monitoring Report</p> <p>To provide the Joint Transport Committee with the latest monitoring report for the 2019/20 capital programme</p>	None	<p>John Hewitt Chief Finance Officer John.hewitt@durham.gov.uk 03000261943</p> <p>Eleanor Goodman Principal Accountant Eleanor.goodman@northeastc.a.gov.uk 0191 2777518</p>	Public
JTC 7 (b)	17 March 2020	Non-key	Joint Transport Committee	<p>East Coast Main Line, HS2 and Northern Powerhouse Rail Update</p> <p>The North East Joint Transport Committee is recommended to note the contents of the report and support the ongoing work to secure the funding needed to upgrade the ECML and deliver</p>	None	<p>Tobyn Hughes Managing Director, Transport North East tobyn.hughes@nexus.org.uk 0191 203 3246</p>	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
				HS2 and NPR to cater for future growth.			
JTC 7 (c)	17 March 2020	Non-key	Joint Transport Committee	<p>Nexus Fleet Replacement Programme Update</p> <p>The purpose of this report is to provide the Joint Transport Committee with confirmation of the appointment of Stadler as the supplier for the Nexus Fleet Replacement Programme together with the next steps.</p>	<p>TWSC report dated 16th January 2020 Nexus Fleet Replacement Programme update.</p> <p>North East Combined Authority papers dated 18th June 2019, 19th April 2018 and Leadership Board presentation held on 4th September 2018.</p> <p>NELB - 16th January 2018 Metro Futures and New Fleet Procurement Update.</p> <p>NELB – 30th November 2017 Metro Future Fleet Procurement Update.</p> <p>TNEC - 13th July 2017, Metro Futures update and Fleet</p>	<p>Tobyn Hughes Managing Director, Transport North East tobyn.hughes@nexus.org.uk 0191 203 3246</p>	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
					<p>Procurement Strategy – detailing the Fleet Specification and Depot strategy.</p> <p>TNEC - 20th April 2017, Metro Fleet specification update (included the summary document of market research as annex).</p> <p>TNEC - 9th February 2017, Summary of market research and consultation for new fleet of Metrocar design.</p>		
JTC 7 (d)	17 March 2020	Non-key	Joint Transport Committee	<p>North East Transport Plan Update</p> <p>The North East Joint Transport Committee is recommended to:</p> <ul style="list-style-type: none"> Endorse the Key Performance Indicators (KPIs) which will monitor the region's future performance against the Plan; 	None	<p>Rachelle Forsyth- Ward, Strategic Transport Advisor for the North East.</p> <p>0191 2116445</p> <p>Rachelle.forsyth-ward@northeast</p>	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
				<ul style="list-style-type: none"> • Endorse the principles of the Implementation Plan which will consist of a pipeline of projects designed to deliver the vision, objectives and principles of the Plan; • Note the commencement of the procurement of a supplier and agree to give delegated authority to the Managing Director, Transport North East, in consultation with the Monitoring Officer and Chief Finance Officer, to award the contract to the preferred supplier at the end of the procurement process, in accordance with JTC Standing Orders and NECA contract procedures; • Note the options available for how the Transport Plan can support the LA7 and the North East and North of 		tca.gov.uk	

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
				Tyne Combined Authorities to meet the targets for addressing their declared climate emergencies.			
JTC 7 (e)	17 March 2020	Non-key	Joint Transport Committee	Regional Transport Update Members are asked to note the contents of the report, detailing an update on the latest transport issues in the region.	None	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public
JTC 7 (f)	17 March 2020	Non-key	Joint Transport Committee	Revenue Budget Monitoring Report To provide the Joint Transport Committee with the latest monitoring report for the 2019/20 revenue budget.	None	John Hewitt Chief Finance Officer John.hewitt@durham.gov.uk 03000261943 Eleanor Goodman Principal Accountant Eleanor.goodman@northeastc.a.gov.uk 0191 2777518	Public
JTC 7 (g)	17 March	Non-key	Joint	Bus Funding Opportunities		Tobyn Hughes	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
	2020		Transport Committee	<p>The Joint Transport Committee is recommended to:</p> <ul style="list-style-type: none"> i. approve the approach to the 'A Better Deal for Bus Users' funding opportunities set out below, including the funding allocation for the 'Funding for Supported Bus Services in 2020/21' to Nexus (£705k), Northumberland (£242k) and Durham (£508k); and ii. agree that approval of a final Statement of Intent for the 'Funding for Supported Bus Services in 2020/21' is delegated to the Managing Director Transport North East in discussion with the JTC's Chief Finance Officer and Monitoring Officer. 		<p>Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk</p>	

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
North East Joint Transport Committee Tyne and Wear Sub-Committee (TWSC)							
TWSC 5 (a)	2 April 2020	Key	JTC Tyne and Wear Sub-Committee	Appointment of Non-Executive Directors to the Nexus Board The report seeks approval to the appointment of Non-Executive Directors to the Nexus Board.	TWSC Report – Appointment of Non-Executive Directors to the Nexus Board – 21 November 2019.	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Private – by virtue of paragraphs 1 & 2 of Part 1 of Schedule 12A of the Local Government Act 1972, information relating to any individual and information which is likely to reveal the identity of an individual.
TWSC 5 (b)	2 April 2020	Key	JTC Tyne and Wear Sub-Committee	Lease of land at Strawberry Place, Newcastle The report will seek to obtain approval to Nexus surrendering its lease and entering into a new lease with Strawberry Place Developments Limited in relation to land at Strawberry Place, Newcastle.	None	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Private – by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, information relating to the financial or business affairs of any particular person (including the authority holding that

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
							information).
TWSC 5 (c) Standing Item	2 April 2020	Non-key	JTC Tyne and Wear Sub-Committee	Monitoring Performance Nexus' To provide members with an update on Nexus' corporate performance for 2019/20 including Metro performance.	Nexus Corporate Plan 2019/20 https://northeastca.gov.uk/wp-content/uploads/2019/01/JTC-Tyne-and-Wear-Sub-Committee-31-January-2019-Agenda-Pack.pdf	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public
TWSC 5 (d) Standing Item	2 April 2020	Non-key	JTC Tyne and Wear Sub-Committee	Nexus Corporate Risks 2020/21 To present members with Nexus' Corporate Risk Register for 2020/21. The report identifies the corporate risks for 2020/21 including any mitigating actions put in place.	None	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public
TWSC 5 (e)	2 April 2020	Non-key	JTC Tyne and Wear Sub-Committee	Tyne Tunnels Update To provide Members with an update on issues relating to the Tyne Tunnels.	Tyne Tunnels Update Reports to TWSC – available from the contact officer.	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
						@nexus.org.uk	
North East Joint Transport Committee Overview and Scrutiny Committee (JTC Overview and Scrutiny Committee)							
JTC OS 5 (a)	19 March 2020 (Standing Item)	Non-key	JTC Overview and Scrutiny Committee	Joint Transport Committee Overview and Scrutiny Work Programme To receive the latest version of the annual work programme.	Held by the Contact Officer	Gavin Armstrong NECA Policy and Scrutiny Officer Gavin.armstrong@northeastca.gov.uk (0191) 4247537	Public
JTC OS 5 (b)	19 March 2020	Non-key	JTC Overview and Scrutiny Committee	Monitoring Nexus' Performance To provide members with an update on Nexus' corporate performance for 2019/20 including Metro performance.	None	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public
JTC OS 5 (c)	19 March 2020	Non-key	JTC Overview and Scrutiny Committee	Transport North East – Regional Transport Plan Members are asked to note the contents of the report which provides an update on the Regional Transport Plan including timescales.	https://northeastca.gov.uk/wp-content/uploads/2020/01/JTC-21.1.2020-Public-Agenda-Pack.pdf	Philip Meikle Transport North East Strategy Director 0191 203 3241 Philip.meikle@nexus.org.uk	

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
North East Joint Transport Committee Audit Committee (JTC Audit Committee)							
JTC AC 3 (a)	9 April 2020	Non-key	JTC Audit Committee	Joint Transport Committee Internal Audit Plan 2020/21 To consider and comment on the proposed Internal Audit Plan for 2020/21	Not applicable	Tracy Davis Senior Manager – Assurance, Sunderland City Council 0191 5612861 tracy.davis@sunderland.gov.uk	Public
JTC AC 3 (a)	9 April 2020	Non-key	JTC Audit Committee	Joint Transport Committee Strategic Risk Register To consider and comment on the updated Strategic Risk Register for the Joint Transport Committee	Not applicable	Tracy Davis Senior Manager – Assurance, Sunderland City Council 0191 5612861 tracy.davis@sunderland.gov.uk	Public

**Joint Transport Committee: Overview and Scrutiny Work Programme
November 2019 - March 2020**

Standing Items for each Committee Meeting:

- Declaration of Interest
- Minutes of Previous Meeting
- JTC Forward Plan and Work Programme Report

Source of work programme and items of importance:

The Overview and 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) Suggestions from Officers
- c) The Budget and Policy Framework; Transport Plan
- d) The JTC Forward Plan;
- e) The Proper Officer for Transport
- f) Evidence for any policy review work regarding Transport

Suggested Work Programme 2019 – 2020

Meeting Date	Subject
19 March 2020	Transport Plan (Note – this includes the Studies for Metro Expansion Position Statement – bus services item previously noted on the work programme).
19 March 2020	Seeking assurance that processes are in place at local ports to address human trafficking (Note – update included in this paper).
TBC – update provided at 19 March meeting	Prepare a report (post-election) on the powers of the JTC
TBC	IMAP

It is further proposed that the work programme for 2020-21 focuses on the Transport Plan which is currently in development.

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