

Public Document Pack



Joint Transport Committee Overview and Scrutiny Committee

Thursday, 3rd March, 2022 at 10.00 am

Meeting to be held in the Mayor's Parlour, Sunderland City Hall

AGENDA

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JOINT TRANSPORT COMMITTEE, OVERVIEW AND SCRUTINY COMMITTEE INFORMAL BRIEFING

THURSDAY 16 DECEMBER AT 10AM

HELD VIA MICROSOFT TEAMS AND STREAMED LIVE ON YOUTUBE

NOTE OF MEETING

Committee Members Present:

David Taylor-Gooby	Chair
Andrew Clark	Vice Chair
Councillor C Lines	Durham County Council
Councillor C Martin	Durham County Council
Councillor B Clelland	Gateshead Council
Councillor J Eagle	Gateshead Council
Councillor O Avery	Newcastle City Council
Councillor G Stone	Newcastle City Council
Councillor S Graham	North Tyneside Council
Councillor M Green	North Tyneside Council
Councillor W Samuel	North Tyneside Council
Councillor C Humphrey	Northumberland County Council
Councillor L McHugh	South Tyneside Council
Councillor D Snowdon	Sunderland City Council
Councillor P Walker	Sunderland City Council

Officers

G Armstrong	NECA
J Bailes	Transport North East
M Barker	Monitoring Officer (Transport)
R Birch	Nexus
D Gittins	Transport North East
E Goodman	NECA Finance Manager
J Fenwick	Nexus
T Hughes	Managing Director, Transport North East
A Graham	Transport North East
S Gwillym	Durham County Council
P Meikle	Transport North East
E Reynard	Gateshead Council

1. APOLOGIES FOR ABSENCE

No apologies had been received.

2. DECLARATIONS OF INTEREST

Councillor Eagle advised that he works for Nexus but had been given dispensation to attend this Committee.

3. MINUTES OF THE MEETING HELD ON 14 OCTOBER 2021

Mike Barker advised the Committee that as this was an informal briefing, the minutes of the last formal meeting could not be agreed.

Councillor Graham advised that she had submitted apologies for the meeting on 14 October, but this had not been recorded in the minutes that had been circulated with the agenda.

4. INTEGRATED RAIL PLAN AND THE LEAMSIDE LINE

The Committee received an update following the publication of the Integrated Rail Plan (IRP) on 18 November 2021, and the Union Connectivity Review on 26 November, along with the progress of a work study on the Leamside Line.

The outcome of the IRP for the region is very disappointing as the North East is no longer proposed to be connected to the UK's future high speed rail network. The IRP also rules out Government investment in the Leamside Line as a means of adding capacity to the ECML.

The IRP does however discuss more limited potential improvements to the existing ECML route in the region, as well as committing to a £96bn package of major investments to upgraded and new railway routes elsewhere in the North and Midlands. It also suggests that the Leamside Line could be part of a "future city region settlement".

Transport North East are funding a feasibility study around the East Coast Main Line including Metro expansion to Washington. A full report will be presented to the Joint Transport Committee at its meeting in January.

Councillor Martin commented that the decisions made by the Government in the IRP were very disappointing and nothing meaningful has been offered to improve rail in the region, despite previous promises. He felt that the money that the Government is saving by cancelling the northern leg of HS2 should be given to the North East to compensate. He asked whether officers would be lobbying Government for improvements for the North East.

Officers advised that other areas in the country such as Manchester and the East Midlands were happier with the outcome of the IRP but have been fighting for the improvements for a long time. Officers would continue to lobby Government and needed to present a robust, long-term case for the North East.

Councillor Graham was very annoyed with the way that the North East had been treated by Government in the IRP. She added that the decisions conflict with the green agenda set by the Government to get people out of cars and onto public transport. She felt that the North East is already isolated due to geography and infrastructure, and it will be even more expensive to make improvements. She added that there was no levelling up taking place, and that the JTC needed to protest in the strongest terms. She suggested that the Overview and Scrutiny Committee write to the JTC and offer support and assistance in any form. She also suggested Committee Members also raise this in their own localities to galvanise political support and make the voice of the region heard.

Councillor Snowdon seconded this suggestion.

The Chair agreed that the Committee would express its views to the Joint Transport Committee.

The Chair asked officers to clarify how freight capacity could be improved on the ECML.

Officers advised that a third line could be built alongside the existing ECML north of Durham which would take freight off the ECML just north of Chester-le-Street to near Tyne Yard. The scheme is currently being assessed.

The Chair also asked for clarification around funding for the reopening of the Leamside Line.

Officers advised there was no funding for this in the IRP but it could be offered as part of a City Regions Settlement if devolution to a Mayoral Combined Authority goes ahead for the North East.

Councillor Eagle felt that there was no value in adding a third line for freight as companies would not see a cost benefit in sending freight by rail.

5. APPLICATION OF TRANSPORT ASSURANCE FRAMEWORK

The Committee received a presentation which outlined the application of the Transport Assurance Framework. The JTC has responsibility for administering local funding that is devolved by Government. As part of this arrangement with Government a Transport Assurance Framework was adopted in October 2019. The Framework sets out the detailed governance and decision-making arrangements, agreed with the Department for Transport (DfT), for supervising funding allocated to the JTC.

It offers stakeholders, including Government, the assurance that there are robust measures in place to manage transport schemes in an appropriate way, ensuring value for money is maximised. The Framework applies to all existing and future North East transport projects and programmes where funding is devolved directly to the JTC, unless specifically agreed otherwise. The Transforming Cities Fund (TCF) programme is the current scheme in place and is managed by Transport North East. The Framework enables the JTC and Transport North East to:

- Demonstrate that processes are in place to ensure accountable and transparent decision-making
- Manage risks to the programme associated with the allocation of devolved funding
- Appraise projects and allocate funding devolved to the JTC
- Monitor and evaluate projects to ensure that they achieve value for money

The Committee were advised that the TCF programme is due to finish in March 2023, and there is currently no other devolved funding available to JTC for new projects. Any future funding will be allocated as part of a devolution deal.

Councillor Stone thanked officers for the presentation which he felt was very useful. He asked whether there was any funding in place for the independent consultants required and whether this was top-sliced from the overall funding pot.

Officers confirmed that there was a portion of the funding allocated for programme management as required by DfT.

Councillor Stone asked whether there was over-programming within TCF schemes and if all of the schemes would be delivered?

Officers confirmed that there was £17m of over-programming within the scheme and assessments would need to be made regarding whether these could be delivered within the set timescales and there was no flexibility around this. Officers will continue to work closely with the scheme promoters. There is also no ability to add any new schemes due to the lack of funding after March 2023.

Councillor Graham thanked officers for the presentation and added that she felt this was a very robust framework. She appreciated that the region was benefitting from both Combined Authorities working together to make improvements.

6. JOINT TRANSPORT COMMITTEE BUDGET PROPOSALS

The Committee received an update on the budget proposals as part of the ongoing consultation process. The Joint Transport Committee is due to consider the budget for 2022/23 at its next meeting in January 2022.

The Committee were advised that Nexus are forecasting a deficit of around £20.8m as a result of reduced patronage due to the pandemic. This has been managed through Government funding, but this will be withdrawn in April 2022.

If the funding is not extended beyond April, then the JTC will need to consider whether to reduce the budget used to fund concessionary travel reimbursements in Tyne and Wear to bus companies by £7.5m. In addition, Nexus will need to make efficiency savings and set additional stretch targets of £3.6m and use £5.6m of reserves. As a last resort, it is proposed that the Tyne and Wear levy be increased by 6.75%.

A breakeven position is forecast on the Tyne Tunnels in 2021/22 and again in 2022/23 with a rise in the tolls for Class 3 vehicles built into the budget proposals for next year as a result of the levels of Retail Price Index inflation. This will be subject to confirmation by the Tyne and Wear Sub Committee in January.

Councillor Graham asked whether the impact of the Omicron variant had been considered yet. She also asked for clarification on the impact of the reduction of the concessionary fare budget.

Councillor Clelland what the proposed increase in Class 3 tolls at the Tyne Tunnel would equate to?

Councillor Martin asked whether any of the issues for Tyne and Wear would have any effects on transport in Durham?

Councillor Stone asked whether officers could provide any information of where discussions are currently at with DfT?

Officers advised that the toll at the Tyne Tunnel for Class 3 vehicles would increase by 20p from £3.70 - £3.90. This was due to the increase being linked to RPI and inflation which is high at the moment.

With regards to the impact of Omicron the main impact currently is linked to sickness levels increasing which impacts on service delivery. There has not been a reduction in patronage yet since the recommendation that people work from home, however this is probably due to an increase in passengers using Metro for retail rather than work. It's likely that patronage could be reduced in the New Year and this will continue to be closely monitored.

Officers continue to lobby Government regarding the continuation of LRRRG funding after April 2022. There have been several meetings with officials and last week there was a meeting with Baroness Vere which was organised by Liz Twist MP. However, DfT needs to set its own budget in January before any consideration can be made to extending funding for light rail. With regards to whether the levy will be increased – each local authority will need to decide what it does about this, however the proposal will be made at the JTC meeting in January.

The reduction in reimbursement of concessionary fares is in line with DfT guidance. Bus operators have been supported by Nexus throughout the pandemic, but this cannot continue. Further, if LRRRG funding is withdrawn, Nexus will be unable to use the saving to secure additional buses. The bus operators will need to consider their own position and officers are unable to comment on whether services will be affected in Durham and Northumberland as that will be the decision of the bus operators.

Officers added that the bus companies are under the same financial pressures as Nexus as the grant support that has been provided to them will be withdrawn by the Government in April. Patronage on buses has been slower to improve post pandemic and services will be impacted if no further Government funding can be provided.

Councillor Stone thanked officers for their responses. He noted that Government funding had been required to ensure public transport continued throughout the pandemic but added that Nexus had been reliant on the use of reserves before the pandemic and that the budget strategy had been to reduce the levy and increase fares. He understood that local authorities have been reluctant for a number of years to increase the levy due to austerity but felt that Nexus was now facing the consequences of this now. If this is to continue then there could be a catastrophe.

Councillor Stone suggested that the JTC OSC express its significant concerns regarding the current MTFS and budget strategy and the need to use reserves, and also ask the JTC to explain how this will be sustainable in the future.

Councillor Martin agreed and added that the current budgetary proposal will only fix things for one year, as reserves can only be used once. He added that this was not a criticism of officers as he understood the financial pressures that everyone had been under but agreed that a wholesale review needed to be carried out.

John Fenwick responded to Councillor Stone's comments. He advised the Committee that there had been unprecedented challenges due to the pandemic highlighting that before it, 60% of Metro's operational costs were funded by fare revenues, leaving Metro exposed to the impact of the pandemic and reliant on Central Government support. The use of reserves was planned before the pandemic and had been agreed by the JTC in January 2020. Removing the impact of the pandemic, the budget proposals addressed the underlying deficit but the financial challenges now being faced require a greater level of intervention. The levy has not traditionally been used to fund Metro, save for funding revenue forgone in the provision of the Gold Card concessionary fare, but has been used to pay for or provide other services such as the ENCTS, secured bus services and the cross Tyne ferry service.

The Chair asked for the Committee's views on whether it wished to support Councillor Stone's proposal to write to the JTC outlining concerns about the budget proposals.

Councillor Graham stated that she could not support the proposal. She added that officers were doing their best in difficult circumstances and that the only way forward is for the Government to provide adequate funding.

The Chair asked the JTC OSC to vote on Councillor Stone's proposal. Councillors Stone, Humphrey, Martin and Lines were in support of the proposal. Councillors Samuel, Graham, Green and Clelland voted against the proposal.

As the vote was tied, the Chair made the casting vote which was against the proposal.

The Chair concluded the discussion and thanked members for a very comprehensive and thorough debate.

7. JTC FORWARD PLAN AND SCRUTINY WORK PROGRAMME

The Committee considered a report which provided an update on the current Joint Transport Committee work programme and suggestions for the JTC OSC work programme.

The Committee were reminded that the Transport Plan had been adopted earlier in the year and work streams from this could provide potential items for scrutiny should this be of interest. There are currently four items in the programme to be discussed at the next meeting in March including an update on the Bus Partnership and one item due for discussion in June 2022. Members were encouraged to suggest additional items for future meetings.

8. ANY OTHER BUSINESS

The Chair noted advised the Committee that he had received a letter from the Vice Chair of the JTC Audit Committee which outlined that Committee's concerns regarding bus driver shortages. The letter had been circulated to the Committee with the agenda pack.

It was agreed that the Chair of the JTC OSC would write to the Chair of NEBus outlining the concerns and to ask for an update on the measures that are being put in place to mitigate the impact on services and customers.

The proposal was agreed. Officers will provide a draft letter to the Chair for consideration. The Chair also agreed to write to the Vice Chair of JTC Audit to advise him of the action being taken.

Meeting closed at 11.45am

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North East Joint Transport Committee

Overview and Scrutiny Committee

Date: 3 March 2022

Subject: North East Rail and Metro Strategy

Report of: Managing Director, Transport North East

Executive Summary

The North East Rail and Metro Strategy is undergoing public consultation from 14th February 2022 for eight weeks and it is intended that the Strategy will be published by Summer 2022.

The North East is in a unique position in that it runs its own local railway (the Tyne and Wear Metro) and through this strategy seeks to better integrate the local rail services and provide a clear understanding of how the North East Rail and Metro can best serve residents and businesses in the area. Through the increase in the number of people and goods traveling by rail and Metro we will help tackle a number of key challenges in the North East whilst supporting national agendas. More rail and Metro use will:

- Reduce Carbon emissions through more efficient transfer of people and good (modal shift)
- Improve connectivity providing more opportunities for work, training, education and leisure
- Improve health by encouraging a modal shift and active travel as part of the journey
- Ensure a more secure financial future to operate key services

Recommendations

The Overview and Scrutiny Committee is recommended to note the content of the report.

1. Background Information

- 1.1 Following the publication of the North East Transport Plan (NETP) and the commitment to publish a suite of sub-strategies, the North East Rail and Metro Strategy (NERMS) has been developed which sets out how rail and Metro can play a significant part towards achieving the region's transport vision and objectives.
- 1.2 As part of the drafting process, we collaborated with Nexus and engaged with partners to ensure alignments across the industry. North East Joint Transport Committee (JTC) approved NERMS to go to public consultation ready to be published in Summer 2022.

2. Plan on a page

- 2.1 The outline of the NERMS is summarised in Appendix A. It will build on previous local and pan-northern rail strategies whilst adopting the key NETP objectives and aligning with the Transport for the North (TfN) Long Term Rail Strategy. It ensures the focus throughout is on local people and business needs. The delivery timeline is shown at the bottom of the graphic.

2.2 Methodology

The format, tone and style of the NERMS will match that of the NETP. Each chapter focuses on the same five objectives which are

- Carbon-neutral North East
- Overcoming inequality and grow our economy
- Healthier North East
- Appealing, sustainable transport choices
- Safe, secure network

An additional chapter is included highlighting the Tyne and Wear Metro system, its ongoing maintenance requirements and future plans for customer service improvements. The strategy also considers the implications of the Integrated Rail Plan published in November 2021 and sets out the regions commitment to continue to work to strengthen the case for investment in the East Coast Mainline our main rail artery to the rest of the UK.

2.3 Key points

The North East Rail and Metro strategy (Appendix B) lays out how Rail and Metro can play a significant part towards achieving the region's transport vision and five overcharging objectives. In addition, we also focus on Integration as a key objective to link public transport across Metro and rail and further linking these to bus through the interworking with the Bus Service Improvement Plan and Enhanced Partnership scheme, and a chapter which focuses on Metro Operations, Maintenance and Renewals.

- 2.4 Central to this strategy is to seek further devolved powers to achieve long-term funding streams so we have the freedom and flexibility to plan ahead and deliver a

more seamless, co-ordinated and integrated transport system across the North East. For local rail, this means getting new regional powers to specify and manage services on a common footing and integrated with Metro.

2.5 The main body of the Strategy focuses not only how Rail and Metro can contribute to meeting our objectives but also sets out key commitment statements. These include-

- Increasing the capacity & resilience of the East Coast Main Line and Durham Coast Line improving connectivity;
- Extending the reach of local rail and Metro, upgrading existing networks & services, adding new routes & stations including the Northumberland and Leamside Lines;
- Working with Great British Railways to seek greater influence over local rail to match the flexibility and accountability of Metro;
- Maintaining and updating the Metro assets, including resignalling;
- Introducing new trains, more efficient electric ones on the Metro and electric / battery/ hydrogen ones on local rail and modal shift from road to rail on freight; Improvement of existing station including Sunderland station, Newcastle Central station and development of new stations including Gateshead East.

The strategy also considers the implications of the recently published Integrated Rail Plan.

2.6 Transformation of the network, and the benefits to our region which will flow from that cannot be achieved without increased levels of investment and new ways of working. This strategy must therefore be underpinned by:

- Investment in the East Coast Mainline to support resilience and capacity in this crucial link between our region and other major UK economies;
- Security of future capital and revenue funding for our Metro system to maintain the successful contribution of this crucial asset to our region's economy;
- Availability of funding to our region to develop and deliver the schemes in this strategy, including system expansion such as the Leamside Line;
- Structures which enable formalised collaboration and partnership with Great British Railways to bring service specification and decision making closer to our region.

2.7 Key Performance Indicators have also been included which link directly back to the main objectives and have been designed to monitor the overall progress of the Strategy.

2.8 The strategy includes a programme of interventions to be delivered by 2035.

3. **Consultation**

3.1 Public consultation with stakeholder, public and partners began on 14th February 2022. We will continue to work with our partners to ensure the consultation is shared across local authorities and Nexus channels to increase the reach of the consultation by using partner communication channels and local media outlets.

In an effort to raise the profile of the consultation communications and marketing will be ongoing throughout the 8 week period consultation period alongside stakeholder engagement.

We will continue reach out to stakeholders directly, including national and local government bodies, businesses, community groups as well as our network of partners and operators to inform them the consultation and gain their feedback.

Respondents have the opportunity to engage with us using a variety of methods including phone, email and online engagement events.

4. Next Steps and Timetable for Implementation

4.1 The consultation period runs from 14th February 2022 and close 11th April 2022. Consultation feedback will be brought to a future JTC meeting for review. Subject to JTC's approval, the North East Rail and Metro Strategy will be published Summer 2022.

5. Potential Impact on Objectives

5.1 The North East Rail and Metro Strategy (NERMS) has been developed which sets out how Rail and Metro can play a significant part towards achieving the region's transport vision and objectives.

6. Financial and Other Resources Implications

6.1 All costs associated with the development of the Strategy including the consultation process are being met from Transport North East's Rail Unit in-year budget

7. Legal Implications

7.1 At this stage, there are no foreseen legal implications from the approach we are taking in progressing to consultation with the NERMS.

8. Key Risks

8.1 No key risks identified at this stage.

9. Equality and Diversity

9.1 The NERMS is intended to positively address equality and diversity issues within the region by enhancing transport provision for all users.

10. Crime and Disorder

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

11. Consultation/Engagement

11.1 All local authorities across the NECA and NTCA areas have been engaged in the development of the strategy to date. Through the proposal to consult wider on the Strategy, it will give stakeholder the opportunity to provide feedback.

12. Other Impact of the Proposals

12.1 No specific impacts.

13. Appendices

13.1 Appendix A. North East Rail and Metro Strategy on a page

14. Background Papers

14.1 North East Rail and Metro Strategy - Approval to Consult – Paper to Joint Transport Committee 18 January 2022

[JTC-Agenda-Pack 18 Jan 2022](#)

14.2 North East Rail and Metro Strategy - [NorthEastRailandMetroStrategy.pdf \(transportnortheast.gov.uk\)](#)

15. Contact Officers

15.1 Derek Gittins,

Head of Heavy Rail, Transport North East derek.gittins@transportnortheast.gov.uk

16. Sign off

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

17. Glossary

TNE- Transport North East

NETP- North East Transport Plan

NERMS- North East Rail and Metro Strategy

Transport North East

Appendix A. North East Rail and Metro Strategy on a page

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Objectives	Key messages
Metro operations, maintenance and renewals	<ul style="list-style-type: none"> ➢ Enhance the Metro timetable made possible by the introduction of the new fleet and Metro Flow ➢ Deliver an asset renewal programme to maintain a high quality service in terms of passenger requirements ➢ Deliver a re-signalling scheme to ensure continued safe operations of the Metro & enable future expansion plans
 Overcoming Inequality and growing our economy	<ul style="list-style-type: none"> ➢ Extend the reach of local rail & Metro, upgrading existing networks & services, adding new routes & stations. ➢ Increasing the capacity & resilience of the East Coast Main Line and Durham Coast Line improving connectivity. ➢ Ensuring freight can travel sustainably by rail and delivering additional capacity where required.
 Carbon-neutral transport	<ul style="list-style-type: none"> ➢ Increasing the number of people travelling on rail and Metro in preference to the private car. ➢ Increasing the share of goods transported by rail ➢ Introducing new trains, more efficient electric ones on the Metro and electric / battery/ hydrogen ones on local rail and modal shift from road to rail on freight (Government Net Zero Strategy) ➢ Improving stations and depots.
 Healthier North East	<ul style="list-style-type: none"> ➢ Improving walking and cycling links to existing and new stations. ➢ Increasing the number of people travelling on rail and Metro in preference to the private car.
 Appealing sustainable transport choice	<ul style="list-style-type: none"> ➢ Improve the customer experience through refurbished and enhanced stations, passenger information and integration with the wide public transport network ➢ Integrating fares and ticketing across rail, Metro and Bus. ➢ Improving reliability and punctuality of services.
 Safe, Secure Network	<ul style="list-style-type: none"> ➢ Maintaining enhanced presence on trains and at stations. ➢ Providing safer routes to stations. ➢ Raising the security standards at stations and on trains. ➢ Undertaking targeted initiatives and campaigns to improve passenger safety.
Integration	<ul style="list-style-type: none"> ➢ Working with GBR to seek greater influence over local rail to match the flexibility & accountability of Metro. ➢ Coordinating services and improving interchange between all modes of transport. ➢ Integrating fares and ticketing across rail, Metro and bus.

JTC endorse consultation draft
January 2022

Public consultation commences
14th February 2022

Public consultation closes
11th April 2022

Final Publication of NERMS
Summer 2022

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North East Joint Transport Committee

Overview and Scrutiny Committee

Date: 3 March 2022

Subject: Tyne Tunnels Update

Report of: Managing Director, Transport North East

Executive Summary

This report provides an update on activities at the Tyne Tunnels relating to:

1. Traffic levels at the Tyne Tunnels;
2. The Tyne Pass barrierless Scheme.

The report provides information on traffic levels at the Tyne Tunnels giving details of the effects of Covid-19 on traffic and toll income over the last 24 months. It explains that traffic has been greatly affected by Covid-19 restrictions, but is back to normal levels in February 2022.

The report provides an update on the progress of the new Tyne Pass barrierless scheme which was launched on 8th November 2021 giving details of the way toll payments can now be made and how users have adapted to the new systems. The report explains that approximately 95% of users are making payment successfully and on time.

It gives information on take up of different payment options for users and the functioning of the new systems for payment of the toll, accepting that some elements of the new systems have been implemented well, whilst other areas have seen a need for improvements. The report compares the Tyne Pass non-compliance rate of 5.39% in the first month of operation with similar systems elsewhere in the country which had higher rates of non-compliance in the first month.

The report also gives information on the publishing of statistics on the TT2 webpage to ensure transparency and provides some of the published statistics from the webpage including payment modes and environmental impact. Payment modes information shows that users are choosing digital means of payment and paying online rather than by phone or Paypoint. The environmental information shows that carbon emissions have been greatly reduced by the Tyne Pass barrierless system as vehicles no longer need to decelerate and accelerate at the toll booths.

Finally, the report explains the improvements put in place by TT2 following the last TWSC

meeting and the recent independent appeals scrutiny which is already underway. This is provided by an independent auditor and by transport watchdog Transport Focus. The report also gives details of the hardship support route which is being worked on by TT2 and Transport North East officers, to provide advice and assistance to those who receive a Unpaid Toll Charge Notice (UTCN), but are in severe financial hardship and are not able to pay. Various propositions are being worked on, to provide this service for vulnerable users, as requested by TWSC members.

Recommendations

The North East Joint Transport Overview and Scrutiny committee is recommended to:

- i. Note the contents of the report.

1. Background Information

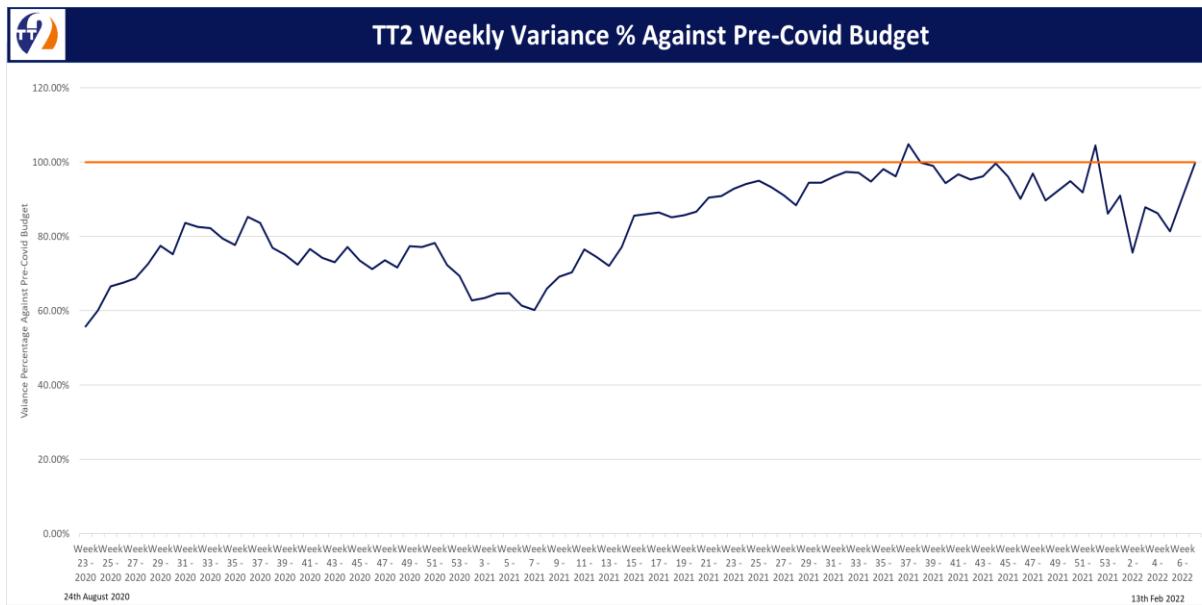
- 1.1 The Tyne Tunnels are jointly owned by the North East Combined Authority (NECA) and the North of Tyne Combined Authority (NTCA) represented by the Joint Transport Committee (JTC) and administered by officers of Transport North East.
- 1.2 The Tyne Tunnels comprise of two vehicle tunnels (one northbound and one southbound) and the pedestrian and cyclist tunnels all passing under the River Tyne and linking North Tyneside with South Tyneside. The Tyne Tunnels receive no central government or local authority funding and all operational costs and funding costs are met from the tolls charged to users of the vehicle tunnels.
- 1.3 TT2 Ltd as Concessionaire is responsible for the day-to-day management and operation of the Tunnels, in accordance with the Project Agreement which is in place from 2007 to 2037. This is monitored by the Tyne Tunnels Manager on behalf of Transport North East.
- 1.4 Reports on the operation of the Tyne Tunnels are provided regularly to the North East Joint Transport Committee Tyne & Wear Sub-Committee who has responsibility for decisions related to the operation and management of the tunnels including setting the level of tolls.

2. Traffic Tunnels Update

Traffic Flows

- 2.1 Traffic flows through the Tyne Tunnels are reviewed daily by TT2 and Transport North East officers. Following a huge drop in traffic in March 2020 during the first Covid-19 lockdown, for most of 2020 and 2021, traffic levels were around 60-85% of normal expected levels. This means that for most of the last 2 years traffic and toll revenue has been significantly down on pre-pandemic levels. TT2 has suffered the income loss from the reduced toll income rather than JTC, as the JTC income is protected by the nature of the Project Agreement which sees JTC take the first share of traffic income while TT2 takes its income from the additional traffic over that level. This means that TT2 takes the main financial risk on a drop in traffic. Traffic levels have improved in 2022 and levels were at approx. 90% of normal traffic in January and are almost up to 100% in February. Whilst traffic is reduced by the 'work from home' culture following Covid-19 restrictions, it is also increased when there are A1 roadworks which drive traffic to the A19.

2.2 The orange line in the graph below shows expected traffic levels before the pandemic as 100% while the blue line shows actual traffic levels from August 2020 through to February 2022.



Tyne Pass Barrierless Scheme

2.3 The Tyne Pass Scheme for barrierless open road tolling, was launched on 8th November 2021. The barrierless scheme has modernised the payment system at the Tyne Tunnels and provides other benefits for the area, including significantly reduced carbon emissions. The scheme was approved by the Tyne and Wear Subcommittee in September 2020. The scheme has been designed, implemented and operated by TT2 following consultation with Transport North East officers, in line with the review processes set out in the Project Agreement.

2.4 Modernisation of the toll payment system at the Tyne Tunnels was anticipated in the Project Agreement when it was agreed in 2007, and has been under consideration for some time, in order to upgrade from the largely coin-based system to a barrierless open road tolling system. The previous outdated system required customers to stop and make payment at the toll barriers, causing delay for drivers and resulting in excess carbon emissions from traffic queueing then accelerating after leaving the toll plaza. The Tyne Pass scheme has taken learning from other barrierless systems in operation across the UK and Ireland.

2.5 As anticipated by TT2 and the Tyne & Wear Integrated Transport Authority (NECA's predecessor in this regard) in the Project Agreement, it is agreed that the costs and risks associated with the implementation of the Tyne Pass scheme, as well as the enforcement income, lie with TT2.

2.6 The scheme was planned in order to provide the following benefits:

- Modernisation of the toll payment system;

- Reduced journey times;
- Reduced carbon emissions;
- Creation of new local jobs.

Tyne Pass Scheme Go-Live

- 2.7 The Tyne Pass Scheme was successfully delivered by TT2 on time and on budget with a Go-Live date of 8th November 2021. From midnight on 7th November the toll payment systems were switched over to the new ANPR based systems and traffic began travelling through without stopping at the toll booths from the early hours of the morning of 8th November. The new ANPR cameras were already in place and testing of the systems had been taking place over the preceding months, so the systems switch over went smoothly.
- 2.8 The civils contractor began work immediately on removal of the toll plazas and has already completed the majority of the works, which included removal of all tunnel barriers. The work has been planned to take place gradually over several months, with the aim of avoiding having to close the tunnels if possible. Work is being carried out on the lanes which have no traffic passing through, whilst vehicles continue to travel safely through two designated lanes. The final stage will result in a smooth dual carriageway with a new road surface and permanent signage.
- 2.9 The new ANPR cameras have functioned well in the first months of operation. These cameras are high spec and able to take several photographs of a vehicle registration plate at speed, to ensure that all traffic is accounted for and the system can pick up every payment of the toll and every exempt vehicle (Blue Badge users, fire engines, ambulances etc) and can match it to the vehicle registration.
- 2.10 The new IT systems overall have been reliable since Go-Live and on-line payment systems have not experienced any outages in November, December or January with a 100% availability for users.
- 2.11 However, day one of the new system did bring up some traffic delays as drivers had to drive through roadworks and a new road layout and there were some system issues resulting in around 5% of pre-paid users being charged a duplicate payment of £1.71 on 8th November. TT2 took swift action to resolve this issue once it was discovered and staff managed to refund all users who had experienced this by midnight that day. Many users affected did not notice the issue, as their account was correct by the end of the day.
- 2.12 One of the most important aspects of the new system is ensuring that the customer understands how to pay the toll. Paying the toll online, by telephone or at a Paypoint is a new process for the 20% of customers who previously used coins to pay. With this in mind an extensive marketing campaign took place in the months leading up to Go-Live and is still continuing. Tyne & Wear Subcommittee members were provided with detailed information on the TT2 marketing campaign.
- 2.13 Transport North East officers have also supported the marketing campaign via social media posts, engagement with disability and elderly groups, briefings at Community meetings and publication of information in Local Authority staff and residents

newsletters.

Payment of the toll

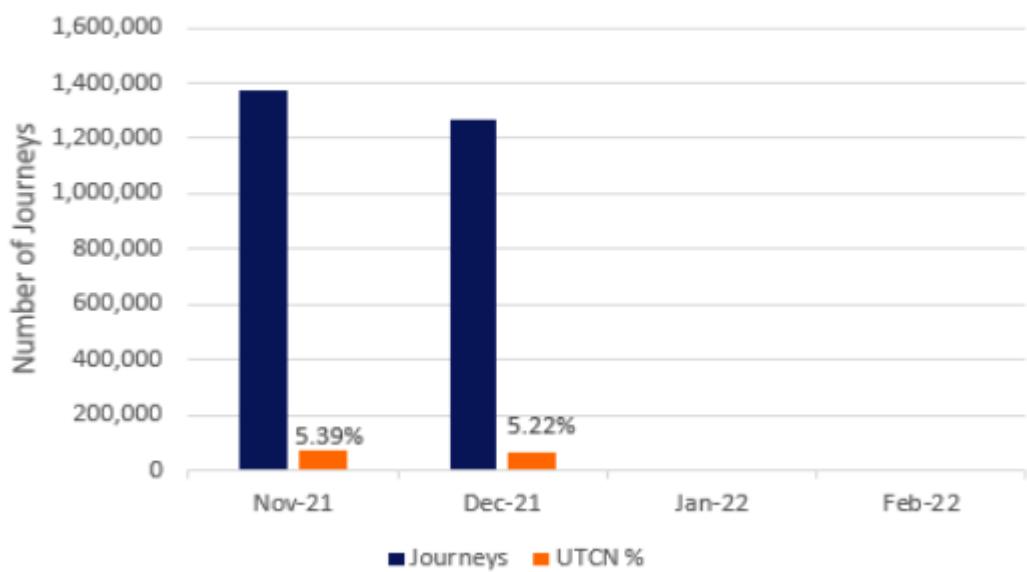
2.14



Under the new Tyne Pass system, tolls must be paid by midnight the day after a journey through the Tyne Tunnels. This timeframe was assessed as the most suitable for barrierless toll payment as it was already in place in Mersey and Dartford tunnels who operate the same barrierless system. Most users have adapted well to the payment system and during the first two months of operation approximately 95% of users used the system correctly making the required toll payment on time.

2.15 The 'non-compliance rate' relates to the number of journeys and the number of drivers who receive a Unpaid Toll Charge Notice.

Journeys vs UTCNs

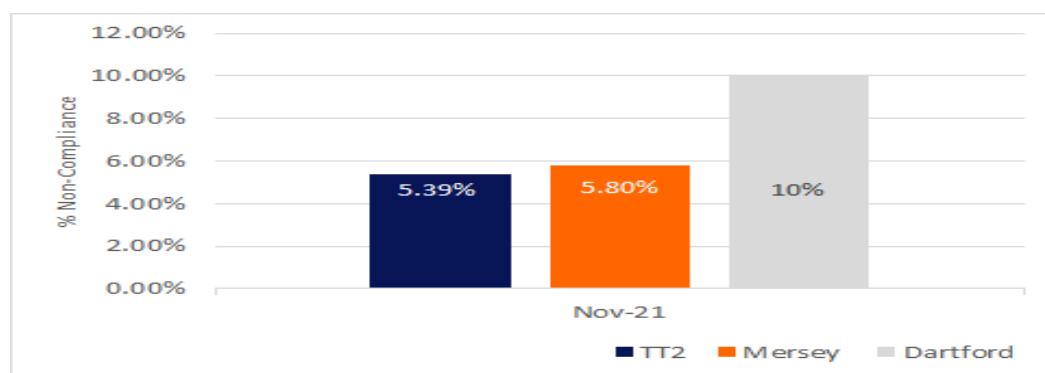


2.16 During December 2021 1,268,483 vehicles used the Tyne Tunnels and 94.8% paid the required toll on time. This means that 5.2% did not pay the required toll on time or at all and are classed as 'non-compliant vehicles'. Therefore they will be subject to enforcement and receive a Unpaid Toll Charge Notice which is the agreed method in place to recover tolls from users who fail to pay. Feedback has shown that users who fail to pay are often frustrated and angry when they receive an Unpaid Toll Charge Notice (UTCN). However, the agreed rules in place mean that if they consider they have unjustly been charged they can appeal and if their appeal is upheld, the UTCN will be cancelled. TT2 have agreed in the first months of operation to implement some transitional appeal rules as people get used to new ways of paying. This has

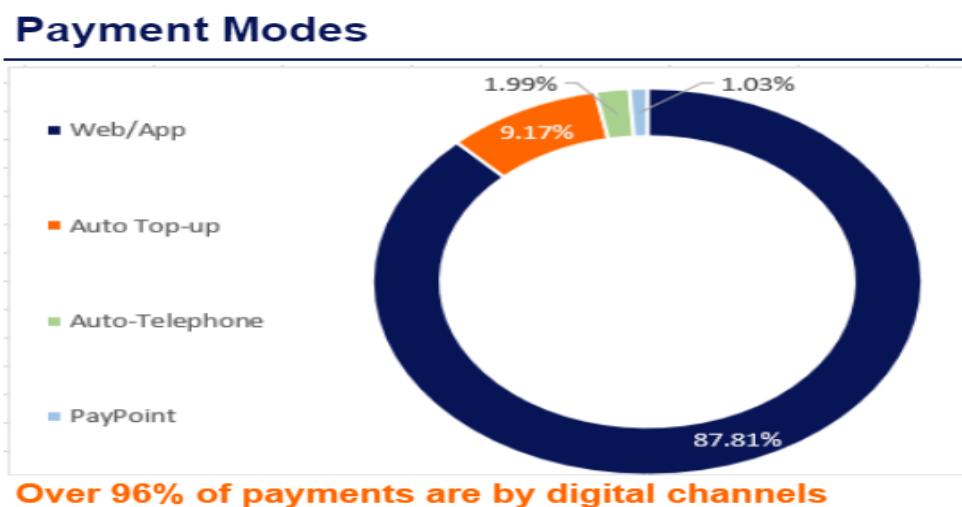
the benefit of allowing them to uphold more appeals. During December 2021, a high rate of 49.7% of appeals were upheld.

- 2.17 TT2 have carried out a comparison with other similar operators in their first month of operation to see if the Tyne Tunnel systems are better or worse understood by customers. Tyne Pass compares well with the other systems as the initial rate is lower than the comparators. It is expected in a new system that non-compliance will start at a higher level and drop in the first few months as users become familiar with the new systems. It is predicted that the non-compliance rate will trend to between 3% and 4% during the first twelve months of operation.

- 2.18 **Tyne Pass first month non-compliance rate compared with other operators**



- 2.19 TT2 are collecting and analysing data on which payment methods were chosen by users. Over 96% of payments made in December 2021 were by digital channels while 1.03% of users chose to keep paying by cash via a Paypoint.



- 2.20 For pre-paid customers who now make up 74% of users, the web account log-in was available from 8th November, but unfortunately the new redesigned TT2 app was not available for the first 2 weeks of Tyne Pass which was disappointing. However the brand new app is now functioning and upgraded, giving additional features and benefits to users. Work continues on development and improvement of the new app to give the optimum experience.

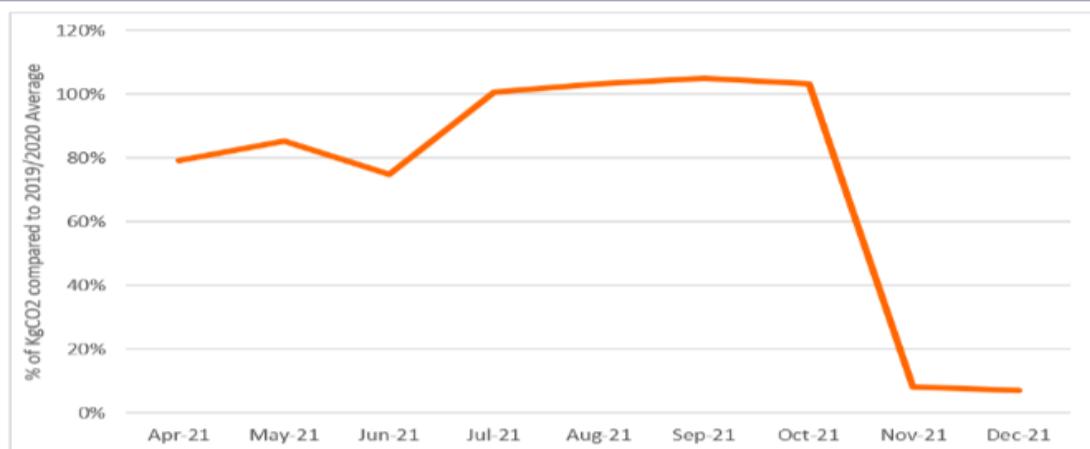
- 2.21 Complaints from users have increased since the launch of Tyne Pass and some social media groups and online petitions have been set up to encourage disgruntled users to share experiences and advise on how to overturn a UTCN.
- 2.22 Dissatisfaction comes generally from drivers who have not managed to pay the toll by the deadline for a variety of reasons and have therefore received an Unpaid Toll Charge Notice (UTCN). The UTCN system has been designed to be fair to all tunnel users but is unlikely to ever be popular with drivers, as its whole purpose is to chase up those who have not paid the toll. The system does incur a cost that is passed on to the user and the agreed rules in place allow appeals to be considered and upheld in certain circumstances. If there has been any error with a pre-paid account or a misread of a vehicle registration number then the appeal rules dictate that the UTCN is cancelled.
- 2.23 Although the level of compliance shows that the interim systems compare well with both Mersey and Dartford equivalent systems, some feedback from users has raised some valid suggestions for process improvements to improve customer experience, which Transport North East officers and TT2 have taken on board. Feedback which helps to improve the systems in place is important in a new system. Both Transport North East and TT2 will continue to listen to users and to professional advisors who can offer useful ideas for improvement and alterations to the service for Tyne Tunnel customers.

Publishing Data for transparency

- 2.24 Users have requested more transparency in terms of the numbers of successful appeals and numbers of UTCNs issued. In response to this TT2 have set up a statistics page on their website and agreed to publish figures for users on various areas of interest relating to the new systems. Data for first two months of the new system is now available on this page and each month going forward will be published here to ensure openness and transparency. [Statistics – Tyne Tunnel 2 \(tt2.co.uk\)](http://Statistics – Tyne Tunnel 2 (tt2.co.uk))
- 2.25 The data published for December included information on call waiting times for the contact centre (just over 3 minutes), improved journey times, carbon emissions and revenue generated from tolls and from UTCNs – see below example from TT2 webpage.

2.26

Environment



Customer vehicles kgCO2 emissions from traffic using the Tyne Tunnels. This is based on standard emissions volumes by traffic type, compared with 2019/2020 average kgCO2 emissions. It has decreased significantly at the launch of Tyne Pass when the toll booths were removed along with the requirements for all vehicles to stop at the barriers before continuing on their journey.

- 2.27 TT2 are also publishing statistics on revenue received from UTCNs, revenue received from tolls and other sources to ensure transparency. The figure for November and December together shows that TT2 received £1.2m in revenue from UTCNs over the first two months of operation. This is set against the capital investment made by TT2 in the new systems of over £9m which has to be funded on top of the approximately £700k per month of day to day operating costs associated with the Tyne Pass system.
- 2.28 Over time it is expected that both the revenue and the operating costs will reduce as there are less UTCNs to process. UTCNs are issued for less than 5% of all journeys currently, but TT2 are incentivised to work to reduce this level further over the next 18 months. If the level is not reduced to the contractual level agreed with Transport North East then TT2 will face financial penalties, therefore it is in TT2's interests to reduce the number of UTCNs over time. The process to reduce UCN levels involves ongoing analysis of customer data and customer behaviour to make improvements and adjustments to the system. For example, improvement to pre-paid accounts web and app functions, account email alerts, Tyne Pass marketing, signage at the tunnels and complaints monitoring. At this early stage in the new system all data collected and all feedback from customers is useful to analyse, in order to make tweaks and improvements to the systems as required.

Recent system improvements

- 2.29 Phil Smith the CEO of TT2 attended the last meeting of Tyne and Wear Subcommittee in January 2022 and gave details of some immediate improvements that TT2 intended to put in place. These were:

- Encourage take-up of the auto-top up option by halving the minimum balance from £10 to £5. This has now been implemented in January 2022
- All new pre-paid accounts to have a default setting of £5 low balance notification, i.e. when the balance drops below £5 they receive an alert email. This has now been implemented in January 2022
- All existing accounts not currently low balance alert enabled to be toggled to 'alert on'. Customers would need to switch this off. This has now been implemented in early February 2022
- All pre-paid account holders to receive an alert if TT2 have been unable to take payment at the time of the journey (when their registration number is recognised by the ANPR system). They will be advised to ensure they have topped up their balance before midnight the day after their journey. This is a major change to the way the system works and so requires a substantial change to the architecture. TT2 see the benefit of this to help compliance and therefore aim that it will go live around the end of February/beginning of March.

Appeals system update

- 2.30 As members are aware there is an appeal system in place to allow any driver who considers they have received a UTCN unjustly to submit an appeal. The contract with TT2 states that staff dealing with appeals must follow a set of rules that are agreed with Transport North East and define which appeals must be allowed. TT2 staff are trained to follow the rules in place and TT2 has no discretion to change these rules without Transport North East's agreement.
- 2.31 Transport North East has agreed with TT2 that it should temporarily relax some appeal rules in the weeks following "go-live" of the new system so that it can help customers to make the transition to the new system under certain conditions, and as a result the level of successful appeals during the first few weeks of operation has been unusually high at 43% in November and 49% in December.
- 2.32 In terms of independent scrutiny of the appeals system, an Independent Auditor will regularly review appeals on a sample basis to ensure that the rules in place are being followed correctly and to review the quality of the processes, systems and staff involved. There is also involvement from independent watchdog Transport Focus who will review how complaints are currently handled, and make recommendations to improve the process. They will also act as an independent reviewer of any unresolved complaints and will conduct an independent survey of customers to help pinpoint any areas for improvement and gauge overall customer satisfaction. The involvement of these two independent bodies is to provide assurance that a fair system is in place with a good level of independent scrutiny.
- 2.33 The Independent Auditor has already carried out the first audit in January 2022. The feedback has been provided to TNE officers and TT2 and an Audit Report will follow. The initial feedback shows that there were zero non-conformities in terms of staff complying with the appeal rules, which gives a high level of assurance that staff are well trained and understand the appeals rules in place. The auditor interviewed staff

members and managers and reviewed internal processes and IT systems. The auditor has made a number of systems and process improvement suggestions which TT2 will take forward and report back to Transport North East.

- 2.34 The agreement with Transport Focus, the independent transport watchdog, is now live and as a first step Transport Focus will review TT2's complaints handling systems to recommend opportunities to bring in best practice.

Hardship Support

- 2.35 At the last TWSC meeting in January 2022 members requested that additional support be put in place to assist tunnels users who receive a UTCN and are vulnerable or in a situation of financial hardship. Work has been taking place between TT2 and Transport North East officers over the last few weeks to devise a suitable process to help vulnerable people and those in severe financial hardship. It is intended that those people will be able to access assistance, advice and in some cases remission of the enforcement costs incurred via an Unpaid Toll Charge Notice (UTCN).
- 2.36 TT2 and Transport North East are now in discussions with a nationally recognised independent debt relief service in order to set up a partnership allowing a direct route for vulnerable individuals or those in financial hardship who accept they have incurred the UTCN charge, but are in genuine difficulty paying it.
- 2.37 In addition, officers are in discussions with Citizens Advice Bureau local representatives in order to set up a direct link between CAB advisors and TT2. This link would be appropriate for cases where the tunnels user has approached CAB in financial hardship and sought advice. In cases where CAB advisors consider the case has merit they will have a direct access route to TT2. This is a recent development and discussions are ongoing.
- 2.38 An update on the Hardship Support put in place will be provided to TWSC members at the next TWSC meeting.

3. Reasons for the Proposals

Not applicable.

4 Alternative Options Available

Not applicable.

5. Next Steps and Timetable for Implementation

- 5.1 Officers will continue to work with TT2 on the implementation of the new Tyne Pass system which went live on 8th November 2021.
Officers will report to TWSC members on the Hardship Support in place at the next TWSC meeting in April 2022.

6. Potential Impact on Objectives

The Tyne Pass scheme provides significant environmental benefits which contribute to the Combined Authorities' objective to improve air quality and reduce carbon emissions. This is also in line with the Transport Plan objectives and the Combined Authorities' objectives to respond to the Climate Change Emergency which has been declared by all constituent authorities.

The Tyne Pass scheme creates new jobs for local people which contributes to the Combined Authorities' objectives to improve employment opportunities in the region and reduce levels of unemployment.

7. Financial and Other Resources Implications

- 7.1 There are no financial implications arising directly from this report, which is for information.
- 7.2 Due to the structure of the contract with TT2 Ltd, the reduced traffic over the last 18 months has not had an impact on the net budget for the Tyne Tunnels managed by the Joint Transport Committee.

8. Legal Implications

There are no legal implications arising directly from this report.

9. Key Risks

There are no key risks associated with this report.

10. Equality and Diversity

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

11. Crime and Disorder

There are no implications for Crime and Disorder arising directly from this report.

12. Consultation/Engagement

- 12.1 The Head of Paid Service, Monitoring Officer and Chief Finance Officer have been consulted. Regular updates are provided to the Transport North East (Tyne and Wear) Sub-Committee. TT2 website and the Pedestrian and Cycle Tunnel website both provide updates to the public on all matters related to the Tunnels.

13. Other Impact of the Proposals

Not applicable.

14. Appendices

None.

15. Background Papers

River Tyne (Tunnels) Order 2005

River Tyne (Tunnels) (Modification) Order 2011

Tyne Tunnel Update reports to the scheduled meetings of the Tyne and Wear Sub-committee:

Report dated 9 July 2020 – Tyne Tunnel Update

Report dated 5 September 2020 – Tyne Tunnel Update

Report dated 5 November 2020 – Tyne Tunnel Update

Report dated 14 January 2021 – Tyne Tunnels Update

Report dated 8 April 2021 – Tyne Tunnels Update

Report dated 9 July 2021 – Tyne Tunnels Update

Report dated 9 September 2021 – Tyne Tunnels Update

16. Contact Officers

16.1 Paul Darby, NECA Chief Finance Officer, paul.darby@durham.gov.uk, Tel: 03000 261930

Mike Barker, Strategic Director, Corporate Services & Governance

Gateshead Council, MikeBarker@Gateshead.Gov.Uk , Tel. No: 0191 433 2100

Alastair Swan, Principal Engineer, alastair.swan@newcastle.gov.uk , Tel: 0191 211 5931

Fiona Bootle, Tyne Tunnels Manager, Fiona.bootle@transportnortheast.gov.uk.

17. Sign off

- 17.1
- The Proper Officer for Transport:
 - Head of Paid Service:
 - Monitoring Officer:
 - Chief Finance Officer:

18. Glossary

18.1 PA – Project Agreement (relating to the contract for the provision of the New Tyne Crossing)

JTC – Joint Transport Committee

UTCN – Unpaid Toll Charge Notice

DfT – Department for Transport

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North East Joint Transport Committee, Overview and Scrutiny Committee

Date: 3 March 2022

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 2021/22 for the Joint Transport Overview and Scrutiny Committee.

Recommendations

The Overview and Scrutiny Committee is recommended to:

- i. Review and comment on 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 Subcommittees 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 Committee – be that by the JTC itself or a subcommittee, constituent authority, 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 '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

- 1.6 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	0

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/>.

Annual Work Programme – Approach for ongoing overview and scrutiny of Transport Plan

- 1.7 A JTC OSC working group was set up in March 2021 to discuss an approach for ongoing oversight and scrutiny of the Transport Plan when it comes into effect and recognised that that the Transport Plan gives the OSC clarity of the policy framework it is operating within and focus for the future.
- 1.8 At the 25 March OSC meeting members discussed and agreed that the Transport Plans objectives and policy statements can provide structure to the OSC's Work Programme over the next few years, by enabling it to focus on a particular area in each meeting. The committee also discussed an approach to structuring future meetings which involved receiving and debating an overview on progress being made on the Transport Plan and its objectives, planned future actions, and then providing the opportunity to scrutinise particular areas of the plan in more detail.
- 1.9 The scheduling of these areas of would be informed by whichever is the most advanced in the development of its delivery plan. This would provide the OSC the opportunity to have an effective and productive input into the delivery of the Plan. By the end of each meeting, the OSC should understand the Objective and its delivery plan so it is then able to monitor it and assist in providing ideas/proposals to support delivery or overcome obstacles (e.g. by identifying alternative actions for consideration by the JTC).
- 1.10 On 1 December the Committee received a letter from the JTC Audit and Standards Committee requesting that the Committee looks into the availability of bus drivers and service performance provision provided by the region's commercial bus operators. While acknowledging that this is an issue which may be considered in performance discussions at a future Bus Partnership Board, the bus partnership is not yet live so the Audit and Standards Committee wondered if the Committee would like to examine the matter further as disruption experienced by bus passengers is contrary to our regional objective of 'Appealing sustainable transport choices'. The Committee agreed at the 16 December 2021 informal meeting to look into this issue. As discussions on the development of a Bus Partnership are still in progress it is recommended a report be brought to the June 2022 meeting.

1.11

There is the opportunity to use, where appropriate, external input into the OSC meetings when considering the objectives and specific issues that may be of interest to certain groups.

1.12

The most recent version of the work programme (appendix two) 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, the JTC forward plan and items previously raised by Members. A link to the current forward plan can be found [here](#).

It should be noted that the work programme covers items that will be discussed at the meetings. It does not preclude ‘deeper dives’ providing more focused scrutiny of particular topics by a sub-group of the committee outside of these meeting dates. These topics can be raised with the Chair and Scrutiny Officer at any time

2. Annual Work Programme – Update

2.1 The Committee is asked to review and discuss 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 2021/22.

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 One.

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 One – Annual Work Programme

14. Background Papers

14.1 None.

15. Contact Officers

15.1 Gavin Armstrong, Policy and Scrutiny Officer

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Telephone Number: Tel No: (0191) 4247537

15.2 Mike Barker

email: mikebarker@gateshead.gov.uk

Telephone: (0191) 433 2100

16. Sign off

- 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

Joint Transport Committee: Overview and Scrutiny Work Programme March 2022

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 Authorities)
- 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 2021-2022

Meeting Date	Subject
June 2022	<ul style="list-style-type: none">• Transport Plan – year in review• Bus Partnership Update• Update on bus funding and network reductions
October 2022	<ul style="list-style-type: none">• Engagement Strategy• Making the cost of public transport accessible

It should be noted that the work programme covers items that will be discussed at the meetings. It does not preclude 'deeper dives' providing more focused scrutiny of particular topics by a sub-group of the committee outside of these meeting dates. These topics can be raised with the Chair and Scrutiny Officer at any time.

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