



## **North East Combined Authority, Transport North East Committee**

Thursday 20th April, 2017 at 2.00 pm

Meeting to be held in a Committee Room, County Hall, Morpeth, NE61 2EF

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# AGENDA

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Page No

1. **Apologies for Absence**

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.	<b>Minutes of the Previous Meeting held on 9 February 2017</b>	<b>1 - 6</b>
4.	<b>Network Rail Initiatives</b>	<b>7 - 12</b>
5.	<b>Transport for the North Update</b>	<b>13 - 28</b>
6.	<b>Metro Fleet Specification Update</b>	<b>29 - 50</b>
7.	<b>Transport Plan for the North East</b>	<b>51 - 54</b>
8.	<b>Go Smarter Update</b>	<b>55 - 68</b>
9.	<b>Discharge of Transport Functions by Durham County Council</b>	<b>69 - 76</b>

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|-----|--|------------------|
| 10. | <b>Discharge of Transport Functions by Northumberland County Council</b> | <b>77 - 86</b>   |
| 11. | <b>Capital Programme 2016-17 Update</b>                                  | <b>87 - 100</b>  |
| 12. | <b>Revenue Budget 2016-17 Update</b>                                     | <b>101 - 112</b> |
| 13. | <b>Date and Time of Next Meeting</b>                                     |                  |

13 July 2017 at 2.00pm, North Tyneside Council Offices

Contact Officer: Lynn Camsell Tel: 0191 211 6146 E-mail: [lynn.camsell@northeastca.gov.uk](mailto:lynn.camsell@northeastca.gov.uk)

**To All Members**

## **North East Combined Authority, Transport North East Committee**

9 February 2017

(2.00 - 3.40 pm)

Meeting held Committee Room, Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8QH

### **Present:**

Councillor: N Forbes (Chair)

Councillors: N Foster, J Harrison, M Brain, M Green, S Green, G Hobson, J McCarty, M Mordey, E Tomlinson and A West

### **76 APOLOGIES FOR ABSENCE**

Apologies were received from Cllr Speding (Sunderland), Cllr Hepple (Northumberland) and Cllr Sambrook (Northumberland)

### **77 DECLARATIONS OF INTEREST**

None

### **78 MINUTES OF THE PREVIOUS MEETING HELD ON 3 NOVEMBER 2016**

The minutes of the previous meeting held on 3 November 2016 were agreed as a correct record and signed by the Chair.

### **79 NATIONAL INFRASTRUCTURE COMMISSION - CALL FOR EVIDENCE**

Submitted: Report of the Lead Chief Executive for Transport (previously circulated and a copy attached to the Official Minutes).

Members considered the report which provided details of the National Infrastructure Commission's recent Call for Evidence and a suggested NECA response. Committee also received a presentation on the themes within the Assessment and responses to questions.

In discussion members commented on the importance of strong links between transport and economic development thereby providing opportunities for people to access meaningful employment. Recognition was given to the important role of the International Advanced Manufacturing Park (IAMP) and ensuring strategic infrastructure links to the IAMP. The re-opening of the Leamside Line linking the East Coast Main Line (ECML) to Pelaw via Leamside and Fencehouses connecting the region with the rest of the country was welcomed. Reference was made to the HS2; the international role of the ports and the poor transport systems connecting

the rural areas of Durham and Northumberland to the urban towns. Officers noted suggested amendments and the request that the amended report be circulated to all Members of TNEC.

**RESOLVED** that –

The report be received and approval given to the NECA response.

## 80 **TRANSPORT FOR THE NORTH UPDATE**

Submitted: Report of the Lead Chief Executive for Transport (previously circulated and a copy attached to the Official Minutes).

Members considered the progress report which provided a further update on the Transport for the North (TfN) programme. The report also suggested that a Members Seminar be arranged to enable further discussion of the proposed Major Route Network and other emerging parts of the TfN strategy. It was noted that TfN has submitted proposals to the Secretary of State to become a statutory body; once approved TfN would become the first sub-national transport authority in England.

Members were also informed of an in-depth national connectivity commission for which senior leaders from across the north were invited to examine major connectivity routes including ports and airports.

The commission's findings recognised the role of the Port of Tyne and the strategic importance of Newcastle.

Below is a summary of the comments noted during the ensuing discussion:-

A copy of the Commission's findings be circulated to all Members prior to the Policy Seminar.

The importance of the Transport Strategy and Investment Plan as a means of influencing how Highways England determine their funding priorities.

The Transport Manifesto developed at the onset of plans for devolution. Nexus continues to deliver the Manifesto across Tyne and Wear as do Northumberland and Durham

Whilst Members welcomed the role and purpose of TfN there was a concern as to how NECA Members could influence from the bottom up; give a higher priority to the NECA area.

Committee had considered numerous reports in relation to TfN and the Policy Seminar will provide an opportunity for more detailed discussions.

**RESOLVED** – that

- i) The report be noted.

- ii) Substitute Members of Transport North East Committee be invited to the Policy Seminar on 14 March 2017, and the Overview and Scrutiny Committee be invited to consider the role of TfN at a subsequent date.

## 81 **TRANSPORT MANIFESTO AND PLAN FOR THE NORTH EAST**

Submitted: A report by the Lead Chief Executive for Transport

Members considered the report which provided details of progress with the Transport Manifesto and the next steps for the Transport Plan.

**RESOLVED** – that the report be noted and the next steps be endorsed.

## 82 **RAIL PROJECTS UPDATE**

Submitted: A report of the Managing Director (Transport Operations) previously circulated and a copy attached to the Official Minutes)

Members considered the report which provided details of the continued progress of schemes aimed at improving the short and medium term rail services in the North East and queried whether a representative from Net Work Rail could be invited to a future meeting.

**RESOLVED** - that

1. Committee agreed to continue supporting the schemes as set out in the report.
2. Network Rail be invited to send a representative to a future meeting of the Committee.

## 83 **HORDEN RAIL STATION - APPROVAL OF LOCAL GROWTH FUNDS**

Submitted: Report of the Lead Chief Executive for Transport (previously circulated and a copy attached to the Official Minutes).

Members considered the report which sought approval for the issuing of a Local Growth Fund grant agreement.

Members sought confirmation that the decision sought was within the remit of the Committee.

**RESOLVED** – that the Committee approved the recommendation to agree to proceed to a full Grant Funding Agreement for a local Growth Fund grant of £3.34m, with a phased release for progressive stages of work, to the Horden Rail Station project based on production and review of a full business case and subject to the specific funding conditions set out in Section 2.4 of the report.

## 84 **SUMMARY OF MARKET RESEARCH AND CONSULTATION FOR NEW METROCARS DESIGN**

Submitted: Report of the Managing Director (Transport Operations) (previously circulated and a copy attached to the Official Minutes).

Members considered the report which introduced the findings of the consultation and market research in relation to the design of the new fleet of Metrocars. This included the three strands of research undertaken, common items associated with the current fleet and layout and what users would like to see in a new fleet.

Amongst the matters discussed during the ensuing discussion were the following:

- Feedback from the parliamentary event; Members heard that there was acknowledgment that the metrocar fleet be replaced and that government acknowledged the importance of Metro to the area.
- The use of mobility scooters previously prohibited following incidents of a health and safety nature. Although a new fleet may have more storage further work would be needed to resolve the other issues related to the risks of mobility scooter usage on the system.
- The plans to move to 'linear' seating on the new fleet which would provide more space for passengers to stand as well as improving space for wheelchairs, buggies and luggage.

**RESOLVED** – that:

- i) Committee noted the findings emerging from the market research and consultation and that the findings will inform the development of the final detailed fleet specification.
- ii) Committee agreed to receive an update report in April 2017 in relation to the high level fleet specification prior to it being submitted to the Leadership Board for full approval.

## 85 **OVERVIEW AND SCRUTINY COMMITTEE POLICY REVIEW: TRANSPORT RELATED BARRIERS TO EDUCATION**

Submitted: Report of the Lead Chief Executive for Transport (previously circulated and a copy attached to the Official Minutes).

Members considered the report which summarised and commented on the recent Policy Review undertaken by the NECA Overview and Scrutiny Committee into transport-related barriers to education, employment and training.

Members acknowledged the call for evidence and responses, the time given to the review and the four recommendations.

**RESOLVED** – that Committee welcomed the report and its findings including the comments and recommendations made by the Overview and Scrutiny Committee, which can be incorporated into the Transport Plan.

86      **CAPITAL PROGRAMME 2016/17 UPDATE**

Submitted: A report of the Chief Finance Officer (previously circulated and copy attached to Official Minutes).

Members considered the report which provided a monitoring update on delivery of the 2016/17 Transport capital programme.

**RESOLVED** – That the report, including the actions that were taken and proposed to deliver the 2016/17 capital investment programme, be noted.

87      **REVENUE BUDGET 2016/17 UPDATE**

Submitted: A report of the Chief Finance Officer (previously circulated and copy attached to Official Minutes).

Members considered the report which provided a monitoring update on the 2016/17 transport-related revenue budget.

**RESOLVED** – That the report be noted.

88      **DATE AND TIME OF NEXT MEETING**

20 April 2017 at 2.00pm at County Hall, Morpeth, Northumberland

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## North East Combined Authority

### Transport North East Committee

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**Date:** 20 April 2017

**Subject:** Network Rail Presentation

**Report of:** Lead Chief Executive for Transport

#### **Executive Summary**

Network Rail has accepted an invitation to provide a presentation covering current areas of interest. Three main areas will be covered namely:

- the investment choices submitted to DfT for the next control period (2019-2024)
- the draft outcomes from the East Coast Route Study and the strategy for the North of England Route Study
- an update on projects within the North East.

#### **Recommendations**

It is recommended that the Committee note the contents of the presentation.

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### **1 Background Information**

- 1.1 There are a number of key pieces of work that Network Rail are concluding, or currently progressing, and thus representatives have been invited to present to the Committee the key findings and main proposals. There will also be an opportunity to discuss current projects in the North East with Network Rail personnel.

### **2 Control period 6 (2019-2024) – Investment plans**

- 2.1 Every five years Network Rail prepares and submits to the Department for Transport investment choices for funders to support the forecast growth of the network. Following the Shaw Review the preparations for the 2019-2024 investment period are different to previous years. As well as a network wide investment plan being prepared, this time there will also be individual route Strategic Business Plans as well. The North East is part of the London North East and Midlands route. The industry's Rail Delivery Group has submitted the Initial Industry Advice (IIA) to DfT; this is the main document on which DfT will base its High Level Output Statement (HLOS) and the Statement of Funds Available (SoFA). The DfT will decide which elements of the IAA it wishes to buy. There are also opportunities for local investment to supplement the DfT funding for local priorities that may not be part of the DfT funding settlement.
- 2.2 A strategic overview of the Route Strategic Plan will be explained at the meeting. The Plan includes for both Renewals and Maintenance of the Railway infrastructure assets (e.g. track, signalling, power, structures, drainage etc.) and enhancements (e.g. to cater for forecast increased demand, improve performance and resilience)

#### **East Coast Route Study**

- 2.3 To assist with future planning of the railways, periodic reviews are undertaken by Network Rail to forecast the future growth of passengers and freight and what changes may need to take place to either services or the infrastructure to enable this growth to be accommodated. Historically this work fed into the cyclical 5 year investment planning process. However proposals are now being considered as to whether a longer term pipeline approach to enhancement schemes would be better.
- 2.4 The East Coast Route Study is reaching a conclusion and is due to be published shortly for consultation. NECA officers have been engaged in the development of the study work. A separate North of England Route Study is just getting underway, which will cover the rest of the rail network away from the East Coast Mainline with a similar level of engagement proposed.

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- 2.5 The presentation will cover the emerging findings of the East Coast Route Study and the strategy for progressing the North of England Route Study.

### **North East Rail Projects**

- 2.6 As reported at the last TNEC meeting there are a number of rail projects underway at various stages. These include:
- Sunderland Station
  - Horden Peterlee Station
  - Ashington, Blyth and Tyne line
  - Newcastle Central Station
  - Cramlington Station
  - Gilsland Station
- 2.7 The Network Rail representatives will be able to provide updates on a number of these projects from the industry perspective. This will also provide Members with an opportunity to discuss these projects directly with Network Rail.

### **3 Next Steps**

- 3.1 As part of the regular Rail update to TNEC members, progress on the topics of the presentation will be included in future reports as they progress.

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

- 4.1 To enable the twin objectives of assisting with economic growth and improving public transport services to be achieved, the North East is reliant on a high performing rail network and the required investment to enable future capacity growth. Network Rail's future investment plans will impact on the short term performance of the rail network and the timeliness of investment to improve capacity to accommodate predicted growth. Members will be aware that NECA is also seeking rail investment through the Local Growth Fund, individual authority investments and through working with Rail North Ltd and Transport for the North.

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

- 5.1 In addition to Central Government investment, local North East funding is also being used to bring forward much needed rail investment. It is important going forward that Network Rail adopt a flexible approach to align investment programmes with local economic priorities and funding opportunities.

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### 6 Legal

- 6.1 There are no legal impacts directly resulting from this report and presentation.

### 7 Other Considerations

- 7.1 **Consultation/Community Engagement** – The topics covered in this report are subject to Network Rail's internal consultation and community engagement policies.
- 7.2 **Human Rights** – The development and delivery of rail services to maintain performance and enhance future capacity do not negatively impact on Human Rights
- 7.3 **Equalities and Diversity** - The development and delivery of rail services to maintain performance and enhance future capacity do not negatively impact on Equality and Diversity.
- 7.4 **Risk Management** – The topics covered in this report are subject to Network Rail's internal risk management policies.
- 7.5 **Crime and Disorder** – The topics covered in this report do not have a direct impact on crime and disorder issues.
- 7.6 **Environment and Sustainability** – The topics covered in this report are subject to Network Rail's internal environment and sustainability policies.

### 8 Background Documents

- 8.1 None

### 9 Links to the Local Transport Plans

- 9.1 Rail investment has been identified as a priority in the existing North East Local Transport Plans as well as featuring in the development of the emerging NECA Transport Plan and the Integrated Rail Report (part of Transport for the North's strategic Transport Plan)

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### 10 Appendices

10.1 None

### 11 Contact Officers

11.1 Tobyn Hughes, Managing Director (Transport Operations)  
[Tobyn.hughes@nexus.org.uk](mailto:Tobyn.hughes@nexus.org.uk)  
0191 203 3203

### 12 Sign off

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

Please use ✓

### 13 Glossary

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## North East Combined Authority Transport North East Committee

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**DATE:** 20<sup>th</sup> April 2017

**SUBJECT:** Transport for the North update

**REPORT OF:** Lead Chief Executive for Transport

### **EXECUTIVE SUMMARY**

The Secretary of State for Transport has responded positively to Transport for the North's proposal to become a statutory Sub-national Transport Body. This report recapitulates the background to TfN, its activities and programme, and the role of NECA within it.

### **RECOMMENDATIONS**

It is recommended that the Committee notes the contents of this report and agrees to receive a further report at its next meeting in relation to formal governance proposals of Transport for the North as a statutory Sub-national Transport Body.

### **1. Background Information – how Transport for the North has developed**

- 1.1 Transport for the North (TfN) builds upon the ‘One North’ report commissioned by key cities across the north in 2014 to identify the transport improvements required to transform connectivity across Northern England, in order to promote economic growth and help to re-balance the UK economy.
- 1.2 In October 2014, Sir David Higgins’ report “Rebalancing Britain: from HS2 towards a national transport strategy”, proposed, amongst other measures, a significant acceleration of rail services between Leeds and Manchester, which would cut 30 minutes off the Newcastle-Manchester journey time, and the creation of a “Transport for the North” group, bringing together the five large city regions across the north, plus representatives from Hull and the Humber, so they can speak with one voice. The new body would have a more formal and inclusive governance structure, including representation from the Department for Transport, Network Rail, Highways England and the business community.
- 1.3 As a result, since January 2015 the 19 Local Transport Authorities and 11 Local Enterprise Partnerships across the North of England have been operating in democratic partnership to collectively develop an ambitious, transformational, pan-northern transport strategy and investment programme that seeks to drive and support economic growth in the North. The prize for the North is a better performing, more unified economy that could add more than £97 billion and 850,000 jobs by 2050 and realise significant transport user benefits for the region’s communities and businesses.

### **2. TfN’s present governance**

- 2.1 The NECA was actively involved in developing TfN’s original Northern Transport Strategy Report in March 2015. As part of the negotiation process, NECA’s representatives strove to ensure that the interests of this region were fully reflected in the proposals.
- 2.2 As a result of this advocacy, the final report recognised the strategic economic significance of Newcastle International Airport, the Port of Tyne, the East Coast Main Line and the A1/A19, all links that play a vital role in connecting our region to national and international markets and that make it easier to share goods, knowledge and talent across the North. By establishing this baseline position and by continuing to take an active role in all aspects of TfN’s work, the region has been better-placed to fully benefit from the improvements to transport infrastructure which are at the heart of the TfN programme.

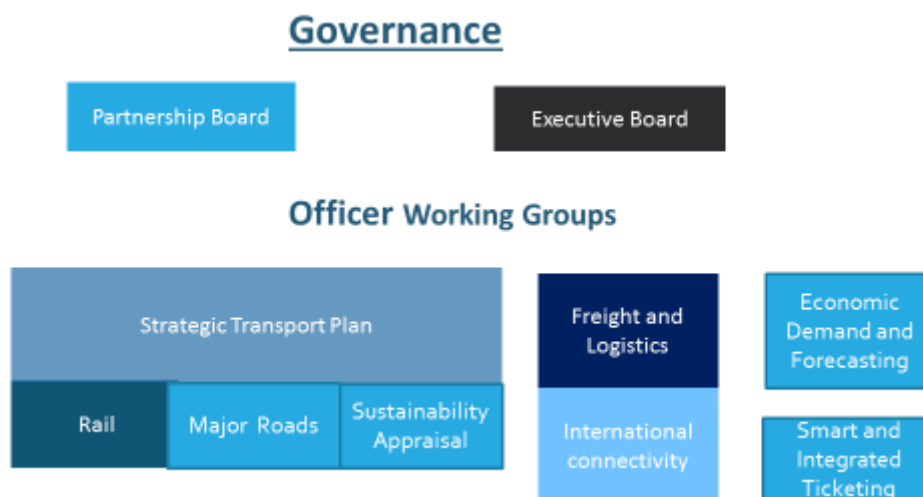


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- 2.3 TfN's present governance arrangement is set out in the diagram below. Councillor Nick Forbes, in his capacity as NECA's Thematic Lead for Transport, represents NECA on TfN's Partnership Board with David Land attending on behalf of the North East LEP. Tobyn Hughes, the NECA's Managing Director (Transport Operations), represents NECA on TfN's Executive Board. NECA officers also participate in all Officer Working Groups. TfN updates (such as this one) are now a standing item on TNEC agendas, enabling members to regularly discuss progress with the TfN programme and how the interests of this region can be enhanced. In addition, the "Transport Thematic Lead Updates" provided to every meeting of North East Leadership Board provide Leaders / Elected Mayor with regular progress reports on TfN.



- 2.4 Cllr Forbes also represents NECA on Rail North. Rail North is an organisation that brings together Local Transport Authorities across the North of England into one cohesive and proactive body, which represents the regional and local economic, transport and strategic objectives for the rail industry and co-manages (with the Department for Transport) the Northern Rail and First TransPennine Express franchises.
- 2.5 Rail North is, at present, a separate legal entity to TfN but it is proposed that, once TfN attains statutory status, the two bodies will merge.

### 3. TfN's Sub-National Transport Body proposal

- 3.1 Under powers available through the Cities and Local Government Devolution Act 2016, Transport for the North can propose to become a statutory body, drawing down powers to deliver investment and improve services, devolved from central government. Following agreement by all northern transport authorities (including NECA), on 14<sup>th</sup> October 2016 TfN submitted a formal proposal to the Department for Transport to become a

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statutory Sub-National Transport Body.

- 3.2 The proposal sets out the powers the organisation is seeking to have transferred from central government, and the basis on which these powers will be governed and delivered by Transport for the North.
- 3.3 The Secretary of State has considered and approved the proposal, and will draft a Statutory Instrument, which then needs to be approved by both the House of Commons and the House of Lords. Once approved, TfN would then become the first sub-national transport authority in England. A copy of the letter approving the proposal is attached.

#### **4. Strategic Transport Plan**

- 4.1 TfN is currently developing an integrated, multi-modal Strategic Transport Plan to make it easier for passengers and freight to move throughout the region across all transport modes. This plan will build on the March 2015 Northern Transport Strategy to make a prioritised case for investment in the North of England to 2050.
- 4.2 It is intended that, in May 2017 (after local and Mayoral elections across the North), TfN will issue a Position Statement and Key Evidence Base in respect of the Plan. A draft version of the Plan will then be published in September and, following 12 weeks statutory public consultation, the final version of the Strategic Transport Plan will then be published in 2018.
- 4.3 The Plan will also incorporate two 'daughter' strategies, an Integrated Sustainability Appraisal, an Integrated Major Roads Report and an Integrated Rail Strategy. NECA officers are taking part in the development of the Plan and associated Strategies.

#### **5. Rail**

##### **5.1 Initial Integrated Rail Report**

- 5.1.1 As part of the Strategic Transport Plan, TfN are progressing the draft initial Integrated Rail Report. At the moment there are two distinct parts to this report; one looking at pan-northern connectivity and the other at updating the work contained in the current Rail North Long Term Rail Strategy which covers the whole of the North's rail network. By the autumn it is proposed to bring these quite different parts together into a comprehensive whole.
- 5.1.2 The pan-northern connectivity work is using initial economic growth and travel demand data to form views on high level pan-northern connectivity priorities. This will also outline the work on Northern Powerhouse Rail. Emerging for the North East, the focus will lie on what is currently titled 'National corridor (ECML)' and the 'Cumbria - North East Pan Northern corridor' (Tyne Valley). It is important to understand that the former does not mean solely the East Coast Main Line itself, but it also covers the connectivity of all the North East long distance stations and their connections

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to the ECML.

- 5.1.3 The other suggested corridors across the North are covered by the list below;
- > Cumbria Coast
  - > Lancashire to Sheffield City Region
  - > Liverpool – Greater Manchester – West Yorkshire – Hull & Humber
  - > Lancashire – West / North Yorkshire
  - > HS2 (East) Connectivity (South Yorkshire)
  - > HS2 (West) Connectivity

- 5.1.4 The other part of the Integrated Rail Report is the Rail North updated Long Term Rail Strategy. This seeks over time to raise the level of rail services throughout the North by setting standards for Connectivity, Capacity, Coherence and trying to achieve better Cost Effectiveness of operating and enhancing the railway. It was written prior to the current franchises and therefore needs to be updated to take account of the committed improvements from TransPennine and Northern.

- 5.1.5 Both of these parts of the rail report will develop programmes of work, some delivered locally, some with support and assistance from Rail North / TfN officers and some sponsored by TfN officers. NECA officers have fed into Rail North the current list of proposals and aspirations from each authority. These may then be packaged into corridors or themes to strengthen business cases and improve cost efficiency.

### 5.2 Northern Powerhouse Rail - Leeds to Newcastle Corridor

- 5.2.1 Alongside the policy work progress is still being made with developing the Northern Powerhouse Rail (NPR) project. This project had its genesis in the One North report in 2014 and 2015 Northern Transport Strategy, which proposed significantly improved capacity and speed of rail links between large Northern cities, including Newcastle.

- 5.2.2 Currently, Network Rail are undertaking further development work relative to station stops at Durham, Darlington and York and various realignment options. This will maximise the economic growth benefits but will have a detrimental effect on journey times. The outputs from this work are due in mid-March, with a view to a report to the TfN March Partnership Board to agree options to take forward to the next development stage.

- 5.2.3 Although the current infrastructure proposals for NPR concentrate on the East Coast Main Line, the stopping patterns and the final destinations of NPR services in the north east has not yet been determined.

- 5.2.4 The other key activity over the coming months, up to September 2017, is the

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completion of all necessary work to enable passive provision for NPR 'touch points' in the HS2 Hybrid Bill. The interaction with the proposed HS2 network is a key opportunity to get NPR built into the government's rail investment process. For the Leeds to Newcastle route, this means agreeing the location of the connection east of Leeds to join the 'consulted' HS2 connection onto the ECML.

### **6. Roads**

6.1 As a key element of the Integrated Major Roads Report, TfN is developing a Major Route Network (MRN), designated as a network of roads, managed both by Highways England and Local Authorities, which are of strategic importance to the economy of the north. Details of the development of the MRN were provided in the last update report to this Committee, in February 2017.

6.2 A number of studies were commissioned by Highways England into strategic issues in the North in order to input into the 2020-25 Road Investment Strategy, this includes the northern quadrant of the M60, a study into a Trans-Pennine Tunnel and into Northern Trans-Pennine connectivity via the A66 and A69.

6.3 A study, led by Highways England, into ways of improving strategic road links across the north of the Pennines is underway and the Chancellor's Autumn Budget Statement announced plans for new investment in the A66 and A69, including dualling the A66 between Penrith and Scotch Corner.

The Spring Budget provided details of £30m of investment in 2 junctions on the A69 (A69/A68 junction near Corbridge and A69/A6079 near Hexham) from a £220m Highways England pinch point fund.

### **7. Freight**

7.1 Work is underway on a further study examining growth opportunities, barriers and bottlenecks affecting freight movement in the north and also reviewing the recommendations made in last year's Northern Region Freight and Logistics Report. This study, being carried out jointly by MDS Transmodal and Arup, is due to report its initial findings in Spring 2017 to help inform the draft TfN Strategic Transport Plan

7.2 As part of this process, consultation will be carried out with key freight stakeholders in every northern LEP area. It is proposed to hold a joint consultation event between the NECA and the Tees Valley Combined Authority in June 2017. The freight sector in this area will also be kept informed via the North East Freight Partnership.

### **8. International Connectivity**

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- 8.1 The Independent International Connectivity Commission, led by TfN chair John Cridland CBE, was formed to look at ways in which transformational economic growth could be generated through improved connections between the North and the world.
- 8.2 The Independent Commission's report, which was launched in February 2017, states that improved surface access to the North's ports and airports are key to international connectivity. Improved connectivity on the ground will make it easier for passengers and freight to enter and leave the North and will drive demand for new international services. The report concludes that there is potential for substantial growth at Newcastle Airport but highlights that surface transport improvements are required to realise this growth, including the A696/A1 junction, and investment in the Metro and rail connections. The report also names Port of Tyne as a key strategic asset for the North.
- 8.3 Work is now ongoing as to how the recommendations in the report can be taken forward as part of TfN's Strategic Transport Plan.

### **9. Economic Demand and Forecasting**

- 9.1 In 2016, TfN published the Northern Powerhouse Independent Economic Review. This emphasised the potential of the North of England and 7 key industry sectors, which included many of the strengths of the North East, which would play a role in a 'transformed North'.  
Forecasts from this review indicate that GVA in the North East could grow the fastest of any LEP area in a 'transformed North' by 2050, with an additional £52bn of GVA and an additional 213,000 jobs.
- 9.2 Work is underway to develop these economic forecasts into indicators of future transport demand, which will then feed into the other workstreams mentioned in this report. This is expected to complete in mid-2017.

### **10. Smart Ticketing**

- 10.1 In the 2015 Autumn Statement, the Chancellor of the Exchequer announced £150m of funding for the development of Smart and Integrated Ticketing across the TfN area, which was confirmed in the March 2016 budget, subject to receipt of a satisfactory Strategic Outline Business Case (SOBC) and Delivery Plan. This commitment remains, although the method of delivery is still emerging.
- 10.2 This initiative is intended to contribute towards the economic development of the North through providing seamless public transport provision, thereby widening the labour market reach of any given conurbation.
- 10.3 Nexus officers continue to work closely with colleagues from TfN, the Department for Transport and other metropolitan areas in the development of delivery plans. With the North East, and Tyne and Wear Metro in

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particular, being further advanced in the implementation of Smart Ticketing in comparison to other metropolitan areas, the region is well placed to play a central role in the delivery of TfN's ambitions in this area.

- 10.4 It is currently expected that the delivery of a "Smart Back Office", which would enable the use of contactless bankcards, allow price capping and enable retrospective payment ("Account Based Ticketing") will be delivered through a collaborative arrangement between participating operators, including Tyne and Wear Metro and Manchester Metrolink. Nexus officers continue to play an active role in this activity. However, timelines have slipped and it likely to be the end of 2018 before this functionality is implemented.
- 10.5 In order to ensure visible progress is made, the programme has now been split into three "Tranches"; Tranche 1 will focus on Heavy Rail, with the introduction of Season Tickets on Smartcards and a smart Carnet product, Tranche 2 concentrating on an improved Customer Information offering coupled with a number of future technology trials and Tranche 3 being the "Smart Back Office" implementation.

### **11. Next Steps**

- 11.1 The key action to be carried out over the months ahead will be the formation of TfN into a Sub-National Transport Body. This will mean that, at the July meeting of Transport North East Committee, it is expected that the Committee will receive and review TfN's formal governance proposal to become a Sub-National Transport Body. This will then need to be considered by Leadership Board.
- 11.2 The other key consideration will be the publication of the draft TfN Strategic Transport Plan and supporting documents including the Key Evidence Base, which will be informed by the ongoing rail, road and freight studies. NECA officers continue to participate in all aspects of the TfN programme to ensure that our regional aspirations are realised and that Government, Highways England and Network Rail deliver on their commitments. The officer time committed by NECA officers is a formal contribution to the process.
- 11.3 In relation to the Key Route Network, following review of the planned KRN by NECA's Strategic Highways Group (comprising officers in all seven Councils and Nexus), the final KRN will be brought back to a future meeting of this Committee for approval.
- 11.4 With regard to the Freight and Logistics workstream, NECA officers will liaise with colleagues in the Tees Valley to organise a stakeholder event for June 2017 in a convenient location for both areas.

### **12. Potential Impact on Objectives**

- 12.1 Progress on delivery of the measures included in the Transport for the North

# North East Combined Authority

## Transport North East Committee

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programme will assist the Combined Authority in delivering its objective to maximise the area's opportunities and potential.

### **13. Finance and Other Resources**

- 13.1 The proposal for Sub-National Transport Body status may have financial implications, which will be considered in future specific reports.

### **14. Legal**

- 14.1 The proposal for Sub-National Transport Body status will have legal implications, which will be considered in future specific reports.

### **15. Other Considerations**

#### **15.1 Consultation/Community Engagement**

Once the draft TfN Transport Strategy and Investment Plan is published later this year, it will be subject to a 12-week period of statutory consultation.

#### **15.2 Human Rights**

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

#### **15.3 Equalities and Diversity**

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

#### **15.4 Risk Management**

Failure to engage fully with the TfN programme could result in this region not securing necessary improvements to transport connectivity, putting the NECA area at an economic disadvantage compared to other regions of the North. The Combined Authority is actively participating in all aspects of the programme to mitigate against this situation.

#### **15.5 Crime and Disorder**

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

# North East Combined Authority

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### 15.6 Environment and Sustainability

Many of the measures identified by the Transport for the North programme will, if implemented, assist the Combined Authority in achieving a more sustainable transport system for the region. The Strategic Transport Plan will also have an Integrated Sustainability Appraisal, which will consider the impact of the Plan on Environment and Sustainability.

### 16. Background Documents

- 16.1 Transport for the North- *One North* July 2014;  
HM Government- *Northern Transport Strategy* March 2015  
Transport for the North- *Northern Transport Strategy Autumn Update*  
November 2015  
Transport for the North- *Northern Transport Strategy Spring Update* March 2016

### 17. Links to Plans in the Policy Framework

- 17.1 The Strategic Transport Plan produced by Transport for the North will have regard to the Regional Transport Plan produced by the North East Combined Authority and the Strategic Economic Plan produced by the North East Local Enterprise Partnership.

### 18. Contact Officers:

- 18.1 Toby Hughes, Managing Director (Transport Operations)  
[Toby.hughes@nexus.org.uk](mailto:Toby.hughes@nexus.org.uk) 0191 203 3203

### 19. Sign off

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





## Department for Transport

John Cridland  
Chair  
Transport for the North  
4 Piccadilly Place  
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From the Secretary of State  
**The Rt. Hon. Chris Grayling**

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Thank you for your proposal to formally establish Transport for the North (TfN) as a Sub-national Transport Body (STB), which I received on 14<sup>th</sup> October 2016. I am pleased to be able to respond and confirm my agreement to establishing TfN as a statutory body.

I would like to take this opportunity to congratulate you on all that TfN and its northern partners have achieved to date. Collaboration on this scale, between 19 local authorities, is a clear indication of the passion and willingness of the North's leaders to embrace opportunities and to work together to deliver the Northern Powerhouse. As a single voice for the North TfN's establishment as a statutory body will be essential in developing an increasingly prosperous future for the region, and for ensuring that transport interventions not only improve journeys but are also targeted at unlocking the economy's true potential.

As you highlighted in your letter to me, your early work has done much to develop the evidence base for the Northern Powerhouse initiative. I noted that your Independent Economic Review has demonstrated not only the current economic importance of the North to the UK as a whole, but also captured its as-yet untapped potential. The opportunity for an additional 850,000 new jobs and an extra GVA of £97bn by 2050 means improved opportunities for all, higher living standards, and a more balanced economy. This is a prize I know we are all committed to achieving.

With respect to the STB Proposal that you submitted I am satisfied that the necessary statutory tests have been met, and that TfN meets the qualifying criteria to be established as an STB. I have therefore given significant consideration to each of the individual points made in your proposal based on the extensive analysis that my officials have undertaken to

understand their legal and practical implications. In taking my decisions I have been mindful that the establishment of an STB must demonstrate clear benefits and that any changes ensure that:

- Decisions are being taken at the right level and geography;
- Democratic accountability is maintained;
- The coherence of our national networks is maintained;
- Demonstrable improvements for passengers and transport users are delivered.

On this basis I have decided that the key functions for TfN as the inaugural STB will be:

- The preparation of a Northern Transport Strategy;
- The provision of advice on the North's priorities, as a Statutory Partner in the Department's investment processes;
- The coordination of regional transport activities, (such as smart ticketing), and the co-management of the Transpennine Express and Northern rail franchises through the acquisition of Rail North Ltd.

The implementation of these functions will require bespoke mechanisms through which TfN will engage with my Department to ensure that the North's priorities are understood and recognised in national decision making. My officials are already working with you to establish these arrangements so that the value of TfN's expertise and analysis can be formalised as soon as possible. For your information I have attached an annex to this letter containing more detail of my decisions and the supporting rationale.

I believe that establishing TfN with these functions strikes the right balance between national and regional priorities. It will ensure that a strategic approach to transport is taken across the North and that its priorities for investment are fully understood and rigorously considered at all stages of decision making. This unprecedented access to investment decision making is only possible as a result of TfN's unique role as the single voice for the North and the legitimacy that statutory status will give it to prioritise potential investments across the region. You're setting an example that others will follow and I have every confidence that these new arrangements will produce better outcomes for passengers and transport users across the North.

I look forward to working with you over the coming months and years as we work to deliver the Northern Powerhouse, with a strong TfN at its heart.

Yours sincerely,

## **Rt Hon Chris Grayling MP**

### **SECRETARY OF STATE FOR TRANSPORT**

#### **Annex**

##### The Legislative Requirements

In assessing TfN's STB Proposal, the Department has – first - to be mindful of the statutory tests that must be met before an STB can be established. These tests require that Ministers are satisfied that:

- a) Establishing TfN as an STB would facilitate the development and implementation of transport strategies in the North; **and**
- b) That the objective of economic growth in the area would be furthered by the development and implementation of such strategies.

In assessing TfN's proposal the Department noted that TfN, in its shadow form, is already actively involved in developing a Strategic Transport Plan and has completed analysis such as the Northern Powerhouse Independent Economic Review and the already published Northern Transport Strategy to feed into the development and rationale of their long-term plan. In addition, their proposal also provides a sound rationale for the economic benefits for the North of agglomeration, long-term strategic planning and integrating those plans with regional economic and spatial objectives.

It was on this basis that officials advised that these two statutory tests have been satisfied and that establishing TfN would lead to the development of a transport strategy for the North that would further economic growth.

##### Infrastructure Investments: TfN's Advisory Role

The Department agrees that as a statutory body, and single voice for the North, TfN requires a strong, formal role in the Department's investment process insofar as they relate to the North, over and above that which is available to individual local or combined authorities. Therefore, TfN should become a statutory partner in both the road and rail investment processes, TfN would be responsible for the setting of the North's objectives and priorities in regards to strategic road and rail investments. Whilst the SofS would remain the final decision maker, as a statutory body, decisions relating to the North would have to take account of TfN's priorities.

##### Rail Franchising

The Department is highly supportive of TfN's desire, once it becomes a statutory body, for the ownership of Rail North to be transferred to TfN. It sees the creation of one organisation with responsibility for promoting/delivering transport services will affirm TfN's ability to speak with one voice for the North across modes and services. To this end, and to ensure that TfN and Rail North can be effective in their role, the Department agrees that TfN should be consulted in relation to franchise agreements for services to, from, or within its area, and to enter into agreements with the SofS or franchisees in relation to such services.

### Local Government Powers

The Department's assessment of TfN's requests for local authority powers and the supporting rationale provided has resulted in the Department agreeing that TfN should have the following powers (to be reflected as appropriate in statutory provisions):

- Smart ticketing powers – Enabling TfN to carry out the necessary work to drive forward multi-modal smart ticketing in the North.
- Power to pay capital grants – Enabling TfN to support the funding and delivery of joint projects.
- The local road powers and the Transport and Works Act powers– Enabling TfN to promote, coordinate and fund transport schemes.

The Department also considered TfN's request to be granted the power to promote the economic, social or environmental well-being. Whilst the Department is supportive of TfN being able to carry out the sort of activities which might be envisaged by this power, its legal assessment showed that TfN do not require the explicit power in order to carry out these functions. This is because the primary legislation that allows for the creation of STBs already provides them with a functional power of competence. The Department believes that this would enable an STB to do anything it considers appropriate for the purposes of the carrying out of any of its transport functions, including anything an STB could do under the wellbeing power (relating to its functions).

The Department recognises that TfN remains concerned about this issue and will work with them throughout the drafting of the Statutory Instrument to ensure that the necessary reassurances are provided.

### Funding

As an STB the role of TfN will be to operate between the Department and the North's local authorities, undertaking analysis and providing advice to both parties on strategic transport interventions that will help transform the economy of the North. This is a key role and the Department recognises that long term central Government support for TfN will be needed.

At present the Department has committed funding to support the administration of TfN up until the end of this Parliament. Whilst future funding decisions will inevitably remain the responsibility of governments at the time, the Department recognises the value that STBs such as TfN will bring to transport decision making and ensuring that passengers and transport users get the best return for the taxpayer's investment.

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## North East Combined Authority

### Transport North East Committee

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**Date:** 20<sup>th</sup> April 2017

**Subject:** Metrocar Fleet Specification Update

**Report of:** Lead Chief Executive for Transport

#### **Executive Summary**

The purpose of this report is to propose a high level specification for the new fleet of Metrocars for the Tyne and Wear Metro which takes account of customer feedback following Nexus' extensive market research.

#### **Recommendations**

The Committee is recommended to endorse Nexus' intention to procure a fleet whose features are described in section 2.

# North East Combined Authority

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### **1 Background Information**

- 1.1 The Metro and Local Rail Strategy, approved by the Leadership Board in July 2016, sets out plans to secure investment for the future of Metro operations. This includes procuring a new fleet of Metrocars to replace the current fleet, a continuation of essential renewals to 2035 and exploring the case(s) for future extensions to the Metro network, and integration with local rail. Metro Futures is the brand that brings these elements together.
- 1.2 In order to secure investment for the fleet replacement and essential renewals, Outline Business Cases were also approved by the Leadership Board in July 2016 and subsequently submitted to the DfT setting out the strategic case, indicative costs and economic benefits pertaining to both proposals. A key component of the Strategic Case for the fleet replacement is identifying the problems associated with the current fleet. Customer satisfaction, which has been declining in the past 48 months is an integral part of this.
- 1.3 It is therefore vitally important that the new fleet improves customer satisfaction. The Committee received a report on the 9<sup>th</sup> February 2017 updating on market research which was undertaken in order to obtain feedback in relation to the design of the new fleet of Metrocars.
- 1.4 A brochure summarising the results of the market research has been produced titled 'Metro trains for the future: what our passengers have said' (Appendix 1) and this document is driving key aspects of the specification for the new fleet of Metrocars, as outlined below.

### **2. High Level Fleet Specification**

- 2.1 The basic requirement that needs to be met by the replacement fleet is as follows:
  - Replacement of existing fleet with modern day enhanced vehicles; and
  - 84 Metrocars (or similar capacity achieved with 42 trains)
- 2.2 The specification for the new fleet is designed to be as open as possible to encourage innovation from the manufacturing market. However there are immovable constraints which the existing Metro infrastructure will impose on the design. The main constraints are as follows:
  - 1500 Volt (DC) overhead power supply;
  - Non-standard gauging (tunnels & structures) such as a 3.7m height restriction;
  - Low weight carrying capacity of some railway structures (12.5 tonnes);
  - Tight radius curves – down to 50m radius on parts of the network;



# North East Combined Authority

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- Rail Vehicle Accessibility Regulations (RVAR) compliance, e.g. max distance between train and platform of 75mm and max height difference between train and platform of 50mm; and
- Compatibility with Nexus and Network Rail infrastructure and systems e.g. Signalling and Telecommunications.

2.3 Nexus also intends to specify the following improvements to maximise the flexibility and efficiency of the fleet:

- Provision for dual voltage and/or 'off wire' running upgrade; and
- Regenerative braking if investment pays back – work is underway to confirm potential for a return on investment;

2.4 In the market research the following areas were highlighted by many customers as areas to improve, and Nexus therefore proposes to incorporate them into the specification:

- More space for luggage, buggies and wheelchairs;
- Improved CCTV;
- Modern-feeling internal décor;
- Real time information;
- Electronic information screens; and
- WiFi and charging points.

2.5 There are other aspects relating to the train interior where the results of the market research were less clear, and therefore an element of judgement is needed. These are each dealt with below.

### 2.6 Seating

It is proposed that specification will include a preference for new Metrocars to have a linear (or 'longitudinal') seating arrangement.

This will increase the amount of standing room and space for luggage, buggies and wheelchairs.

It is possible that this may reduce the number of seats slightly, but depending on the train configuration (see 2.8), the removal of redundant cab-ends may lead to a number of extra seats. Furthermore, during the off-peak period many seats are not occupied, but in the current configuration passengers often place bags on the seat next to them, and single passengers often sit on the 'outside' seat meaning that the 'inside' seat (by the window) goes unoccupied.

Linear seating will also act as a physical deterrent to passengers putting their feet on seats.

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The specification will include a requirement for some seating to be flexible (i.e. 'fold away' or similar) to provide either additional seating capacity or additional luggage space depending on the circumstances.

It is proposed to specify a 'leatherette' style seat, as opposed to the current 'deep cushioned' seat. This will be hard wearing, easier to clean and more hygienic whilst still providing some cushioning for passenger comfort.

### 2.7 Temperature control

It is likely that new trains will come with air conditioning fitted as standard, and this is to be confirmed during formal market consultation.

In order for air conditioning to function effectively, vehicles cannot also have opening windows.

### 2.8 Train configuration

Metro currently operates with two Metrocars coupled together to make one train. In theory this adds operational flexibility by allowing single car running and by permitting one failed Metrocar to be substituted with another. In practice however these only occur very rarely.

The down-side of the current approach is that there are 'redundant' cab-ends in the middle of each train. These reduce space that could be used for extra seating, standing or luggage, and also adds an extra and unnecessary maintenance cost.

Nexus proposes to leave the train configuration as a matter for bidders to propose, provided that the overall length of the train is the same as current. This will allow for innovation and whilst not unduly restricting those manufacturers who can provide (or easily adapt) a base vehicle that has been previously manufactured.

## 3. Next Steps

- 3.1 Subject to the endorsement of this committee of the proposal in section 2, Nexus will begin preparation of a more detailed fleet specification to be included in the procurement process.

## 4 Potential Impact on Objectives

- 4.1 The future design of new Metrocars is important in meeting objectives set out in the Metro and Local Rail Strategy, 2016, particularly in terms of:

# North East Combined Authority

## Transport North East Committee

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- providing Metro and local rail services that are reliable, accessible and comfortable with high levels of customer satisfaction, within available resources; and
- To grow the Metro and local rail network and their modal share as part of an integrated public transport network.

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

- 5.1 Discussions with DfT and HMT are ongoing in regards funding for a new fleet. In this regard, Nexus has developed a 'base case' proposition that it will procure, fund and own the rolling stock and a new depot.
- 5.2 The 'base case' proposition is predicated on retention of existing grant funding from DfT, an element of which can be redirected to help pay for the new fleet. The 'base case' envisages that Nexus will provide a local contribution, building on the 50% contribution it already secures for running the entire system (train operations, maintenance and renewals).
- 5.3 Formal feedback from DfT and HMT is awaited and once received, will be subject to a much fuller report to the Leadership Board which is expected to be presented in June 2017.

### **6 Legal**

- 6.1 There are no legal implications in this report.

### **7 Other Considerations**

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

Market Research and Consultation had already been undertaken for the future design of new Metrocars. There will be a requirement to continue to engage with communities on the proposals.

#### **7.2 Human Rights**

There are no human rights implications in this report.

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

The design of the new Metrocars will be fully compliant with the latest accessibility guidelines from Government.

#### **7.4 Risk Management**

There are no risk management implications in this report.

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

There are no crime and disorder implications in this report.

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

# North East Combined Authority

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There are no environment and sustainability implications in this report.

### **8 Background Documents**

- 8.1 TNEC report submitted 9<sup>th</sup> February 2017 'Summary of market research and consultation for new Metrocars design'

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

- 9.1 The NECA Transport Manifesto, the Strategic Economic Plan and Local Transport Plans all set out the importance of investing in a new fleet of Metrocars, for continued operation of the Metro system.

### **10 Appendices**

- 10.1 Appendix 1 – Metro trains for the future: what our passengers have said

### **11 Contact Officers**

- 11.1 Tobyn Hughes      Managing Director, Nexus  
E-mail                [tobyn.hughes@nexus.org.uk](mailto:tobyn.hughes@nexus.org.uk)  
Tel:                    0191 203 3246.

### **12 Sign off**

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

**Please use ✓**

# Metro trains for the future: what our passengers have said





# A: Executive summary

- 1 Nexus is developing plans to buy a new fleet of Metrocars to replace the current fleet, which are nearing the end of their design life. Nexus commissioned three pieces of market research to find out what passengers would like to see from the new Metrocars.
- 2 During the autumn and winter of 2016, more than 3,000 people took part in the biggest ever consultation exercise on Metro trains. These ranged from passengers being interviewed at Metro stations to in-depth focus groups and 'pop-up labs' across Tyne and Wear.
- 3 The results have been collated and brought together in this summary report. Common issues associated with the current fleet include:
  - Metro is regarded to be relatively easy to board/alight
  - Lack of space in the middle of the carriage results in overcrowding at the door area
  - Lack of standing capacity at peak times on some routes is exacerbated by overcrowding at the door area
  - Not having any storage areas results in seats being used for luggage, shopping etc. This prevents other passengers from using them
  - The current seating layout was not one to consider in a future design
  - Lack of dedicated space for pushchairs and bicycles
  - Having seats facing each other leads to some passengers putting their feet on the seats and some passengers do not like to travel backwards
  - Perceptions of anti-social behaviour have a negative impact on passengers
  - There are some concerns regarding the cleanliness of the current fleet

Figure 1 - Metro crossing Queen Elizabeth II bridge



- 4 The following is a summary of what passengers would want to see in a new fleet of Metrocars:
- A linear style of seating arrangement, similar to that on the London Underground
  - A need for flexible seating to provide additional capacity
  - Additional space for luggage and baggage, perhaps under seat storage
  - Live CCTV footage to be shown on screens to improve perceptions of security
  - Updating the internal décor of Metro, to make it feel less dated
  - Inclusion of real time information about where trains are on the system
  - Electronic information screens on board
  - Wifi and charging points
- 5 There were some areas where there were differences of opinion, which included:
- Type of seating - 'leatherette' style seating that could be easily cleaned, helping overcome the hygiene issues highlighted or deep seated cushioned seats, similar to now.
  - Temperature - Some felt that the inclusion of air conditioning on new Metrocars would be beneficial. Others felt that having windows that open would be better.
  - One long vehicle or two separate Metrocars running together - some, people thought that having two Metrocars running together helped with perceptions of security, whilst others preferred a single carriage, as it would provide more space.
- 6 Next steps - The research has been included in our Business Case to Government, and the results of the market research will be given to train manufacturers to include when they provide their bids and designs for trains back to Nexus, later this year.

## B: Introduction

- 7 Nexus is developing plans for significant investment in the Tyne and Wear Metro. This includes asking government to provide some of the money for a new fleet for the Metro system. We will then undertake a procurement exercise to buy a new fleet of Metrocars from a train manufacturer.
- 8 Our Metrocars are approaching 40 years old and are nearing the end of their design life. Over recent years, there have been increasing problems with the Metrocars which has led to them breaking down in service. Our customers want their Metro to be reliable. The number of passengers who have become more dissatisfied with reliability has risen from 2% in 2010 to 17% in 2015. Also there has been a dramatic reduction in the number of customers who are very satisfied in Metro reliability, from 24% in 2010 down to 1% in 2015.
- 9 More than 3,000 people took part in our consultation on what our new fleet should look like:
- i. Transport Focus, the independent voice for the passenger, interviewed 1000 of our customers and also held focus groups.
  - ii. 1500 people filled in our questionnaire either on the Nexus website or in libraries and Nexus TravelShops.
  - iii. Over 300 people visited Newcastle University's Open Lab work which included 7 'pop-up' labs across Tyne and Wear and a team of co-researchers that were recruited to record their experiences on Metro, with 3000 people visiting the website.
- 10 This is a summary of what you told us and what Nexus will do to use these results for specifying the future design of Metrocars.

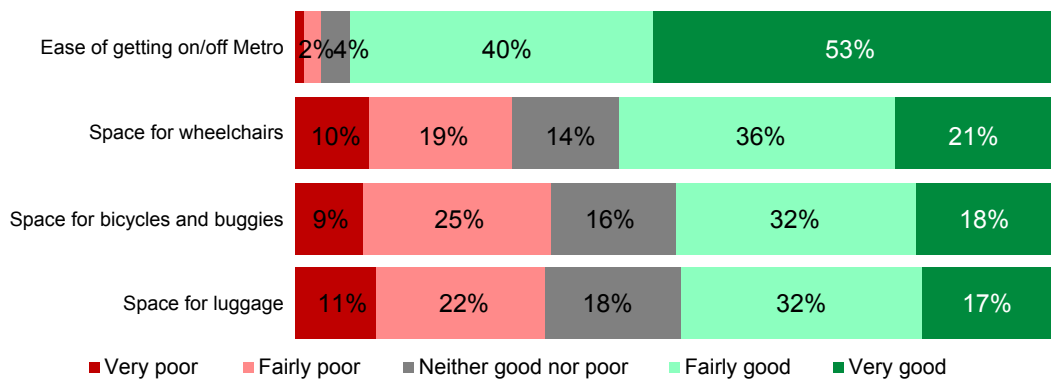
# C: Availability of space

- 11 Passengers appeared to be less satisfied with available space for items such as wheelchairs, bicycles, buggies and luggage and feel that how the seats are set out limits the space available.
- 12 Passengers also told us that the areas around the doors become crowded during peak times and other passengers did not move along into the carriages. This made people with mobility impairments particularly anxious as it meant that they struggle to leave the train due to crowding around the doors.

*"At the minute it's creating a bottleneck, where the seats come in together, so by removing that and having a linear module, you've got more space in the middle to manoeuvre"*  
**Regular passenger**

*"When there is a lot of people on everybody seems to congest towards the doors and you haven't got time to get off the Metro before the doors close"*  
**Frequent passenger**

Figure 2 - Passengers' rating of aspects inside the carriage (%), (source: Transport Focus)



*"The pole encourages passengers to congregate around it causing overcrowding by the doors and does nothing to encourage passengers to move down the carriage"*  
**Regular passenger**

Figure 3 - Shortage of luggage space, (source: Open Lab)





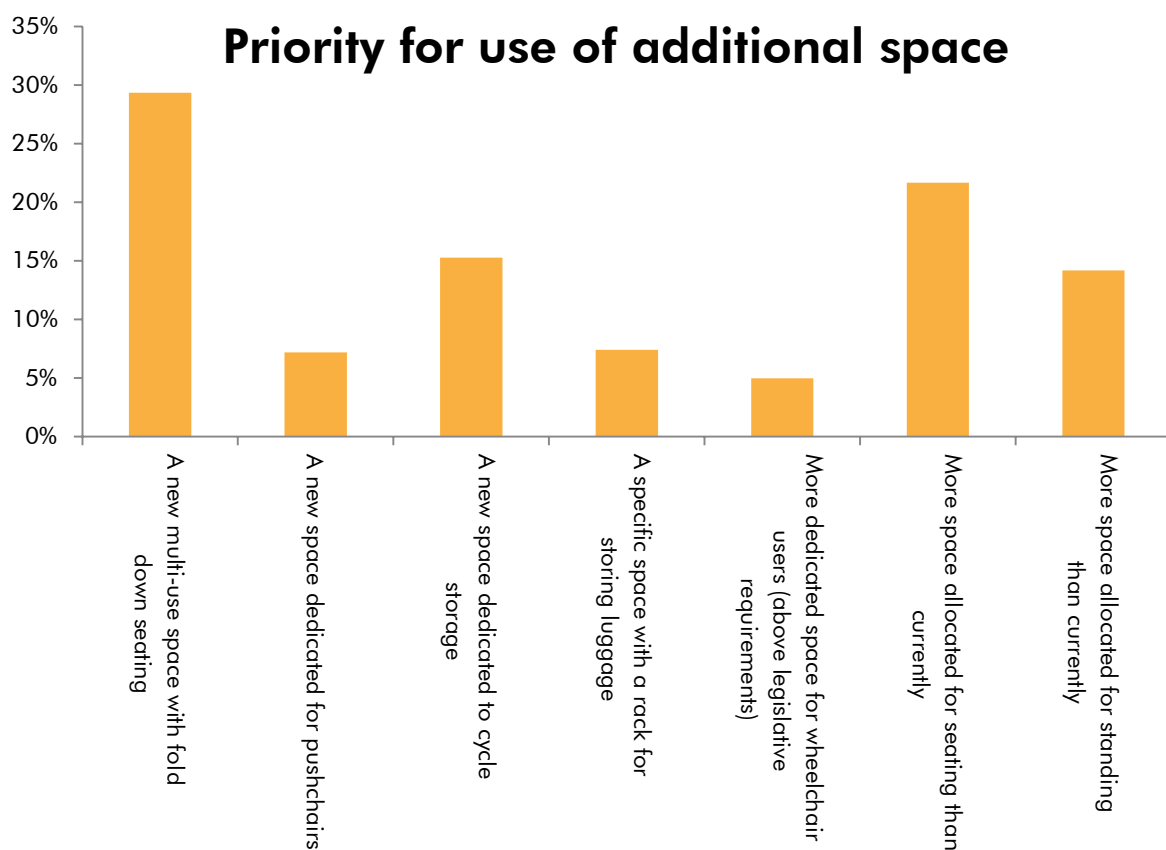
Figure 4 - Shortage of baggage space, (source: Open Lab)



### What should be done to provide for additional space in a new fleet design?

**13** The consultation responses gave different ideas on what should be incorporated into the new fleet to provide for additional space. People who responded to the consultation told us that the first priority should be flexible space provided by fold down seating. The second priority identified was for more space for additional seats followed by more space for standing and space dedicated for cycling storage.

Figure 5 - Priority for additional space, (source: Nexus research)



**14** Our customers that Transport Focus spoke to also strongly supported fold down seats due to the flexibility they offered. They told us that additional standing space was required at peak times and fold down seats were felt to free up space to stand whereas at off-peak times fold down seats increased the number of seats available allowing more passengers the opportunity of sitting.

*"I think if you travel during the day you've got more seats than there are people, but if you're travelling peak times you've got not enough space for people to stand. So it's almost like you need a flexible arrangement, you know, where you've got collapsible seats and things"*

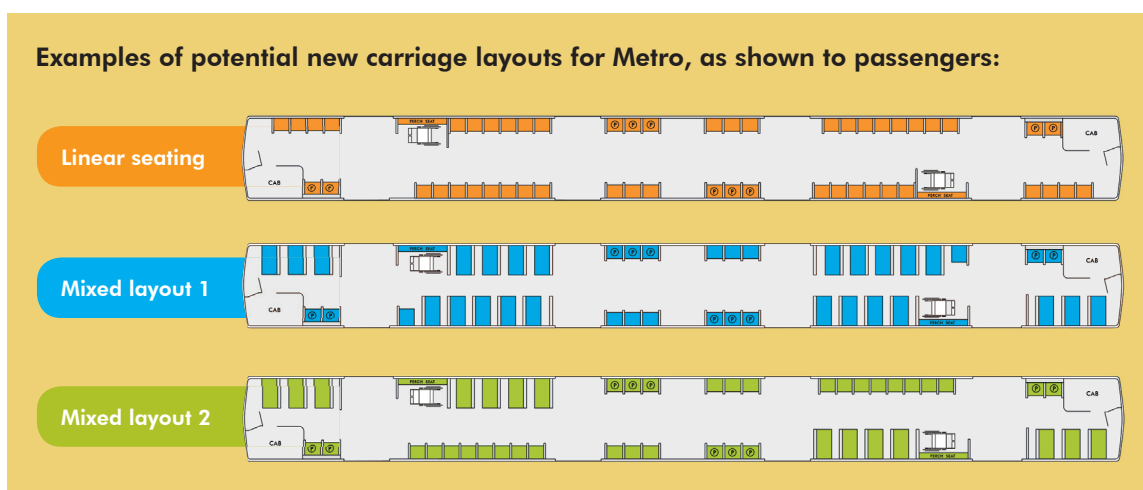
**Frequent passenger**

**15** The current layout of the seats cause a number of issues such as:

- lack of space in the middle of the carriage resulting in overcrowding at the door area
- the bay seating leads to some passengers putting their feet on the seats
- some passengers do not like travelling backwards
- lack of space for bags/luggage

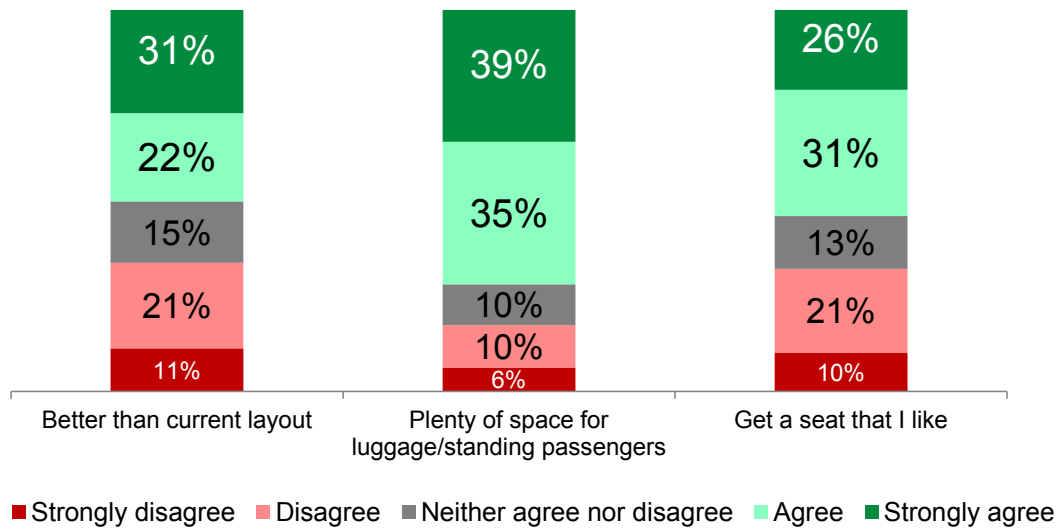
**16** Passengers were shown three different seating layouts. They were asked to choose their favourite. Overall the linear style of seating was the most popular with those who responded:

Figure 6 - Interior seating options, (source: Nexus)



**17** In the Transport Focus research, of the people who preferred the linear style of interior seating, 53% thought it was better than the current layout, 74% agreed that a linear style would provide more space for luggage and standing passengers.

Figure 7 -Passengers favouring linear seating (%), (source: Transport Focus)



**18** Many passengers were quoted referencing the linear design, two examples are highlighted below.

*"I don't like the seats where there are two seats facing each other because you feel like you're on top of people"*  
**Frequent passenger**

*"I like the first design with the seats up the side-, It's actually busy times, they just look less claustrophobic"*  
**Frequent passenger**

## How will Nexus seek to address the availability of space issues highlighted by passengers?

**19** Nexus will say to prospective train manufacturers that the lack of space on the current Metrocars has been raised as an issue for our customers, and that the design of new trains should take into account the desire for more space. This could include measures such as:

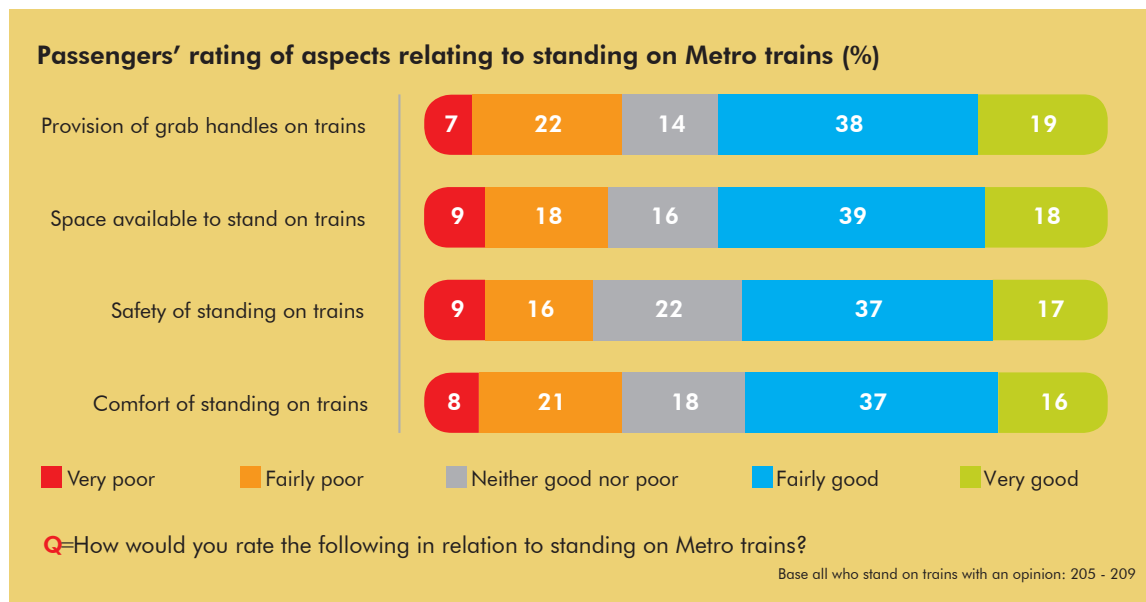
- Seating against the sides in a linear style to provide more space
- Flexible or fold down seating to provide more space
- Under seat storage
- Designated areas clearly marked for storage



## D: Standing on Metro

**20** The research told us that 16% of Metro passengers stand on their journeys. Again, the availability of space to stand in was highlighted with people telling us of crowding around the middle poles and around the doors. Respondents also told us that there needs to be a greater number of grab handles within the carriage to encourage people to move further down the carriage away from the doors.

Figure 8 - Passenger satisfaction with standing, (source, Transport Focus)



### How will Nexus seek to improve standing facilities in new trains?

**21** Based on the feedback provided by our passengers and our own knowledge, Metro can be overcrowded at certain times of the day. Nexus will ask for train manufacturers to provide details on how new Metrocars will improve the standing environment. This could include:

- A different design of interior layout that has more space for standing room
- Better provision of handles and grab rails
- Clever design features that encourage passengers to move down the carriage





## E: Internal environment on current Metrocars

**22.** Passengers were asked about the internal environment on current Metrocars. This covered areas such as cleanliness, seating type, lighting and temperature. The colours and design of the interior were thought to be outdated and could be modernised to provide a more contemporary look. In terms of cleanliness, passengers thought that the cloth style seats retained dirt and the seating layout meant some passengers put their feet on the seats.

*Figure 9 - Cleanliness of Metro, (source: Open Lab)*



**23** Passengers thought that temperature inside the carriage was an issue. This is one area where opinion was divided. There are difficulties maintaining a comfortable temperature on current trains, for example, overheated Metrocars, and draughts and noise from windows left open and loose-fitting doors. Some people said that the trains were too hot when the heaters were turned on; others stated that the temperature could be too cold, when the windows are open.

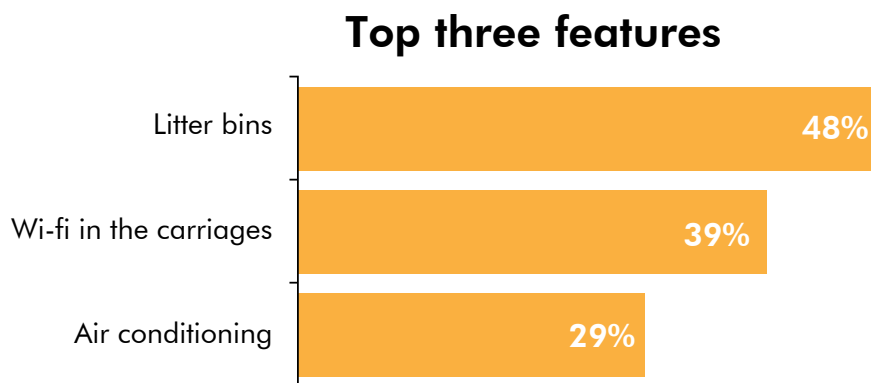
*"Air conditioning when it's hot. I've been on before and we've been delayed when we've been stuck, and I have been sweating"*

**Passenger**

## What did people want to improve the internal environment on new trains?

- 24** Litter bins came out as a popular response (scoring highest in the Transport Focus research, as highlighted in figure 10). However, having litter bins on a new fleet of trains was not a priority for passengers from the Nexus research, as figure 12 demonstrates. Some passengers felt that providing litter bins on new trains may pose a security risk or become smelly in warmer weather.
- 25** The other areas that passengers would like to see in new Metrocars was Wi-Fi which scored second highest in the Transport Focus and Nexus research. Passengers mentioned the availability of Wi-Fi on some local buses and indicate that this feature, alongside charging points, is becoming a basic expectation for people using public transport.
- 26** Electronic information screens scored the highest for priority in the Nexus research, with over a third of people stating these would be useful. The Open Lab research backed this up with participants commenting that final destination, station-specific, connection, and delayed train information could be provided on these screens.

Figure 10 - Priorities for New Metro, (source: Transport Focus)



- 27** Passengers were also asked about which type of seating they liked. Participants in the Transport Focus research mentioned that they felt the current cloth seats were not clean. Leather type upholstery was preferred because they can be wiped clean and it would be easier to see if the seats are clean or not. However, in the Nexus research, passengers indicated a preference for the current style of seating, with almost 60% citing this as their favoured type. The 'lightly cushioned leather effect' style was the second favourite, at 20%.

Figure 11 - Preferred Seating Type, (source: Nexus)

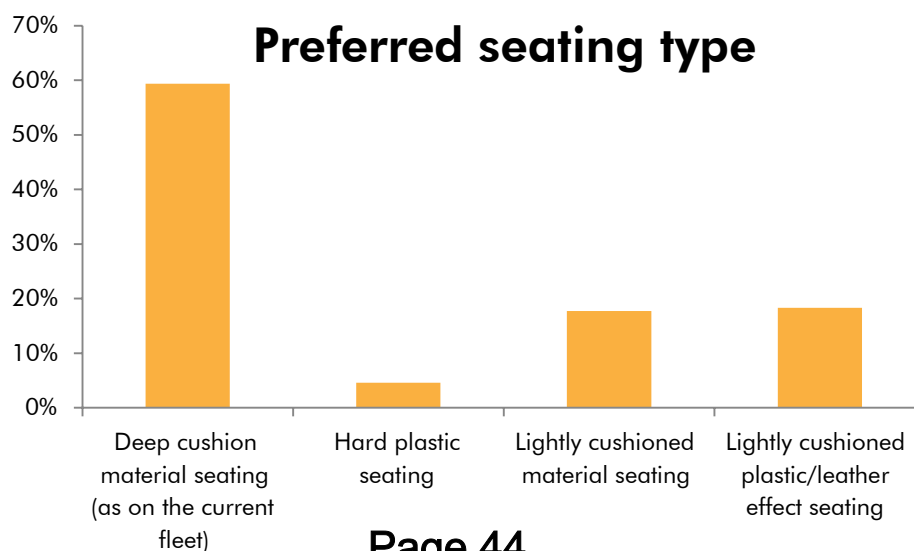
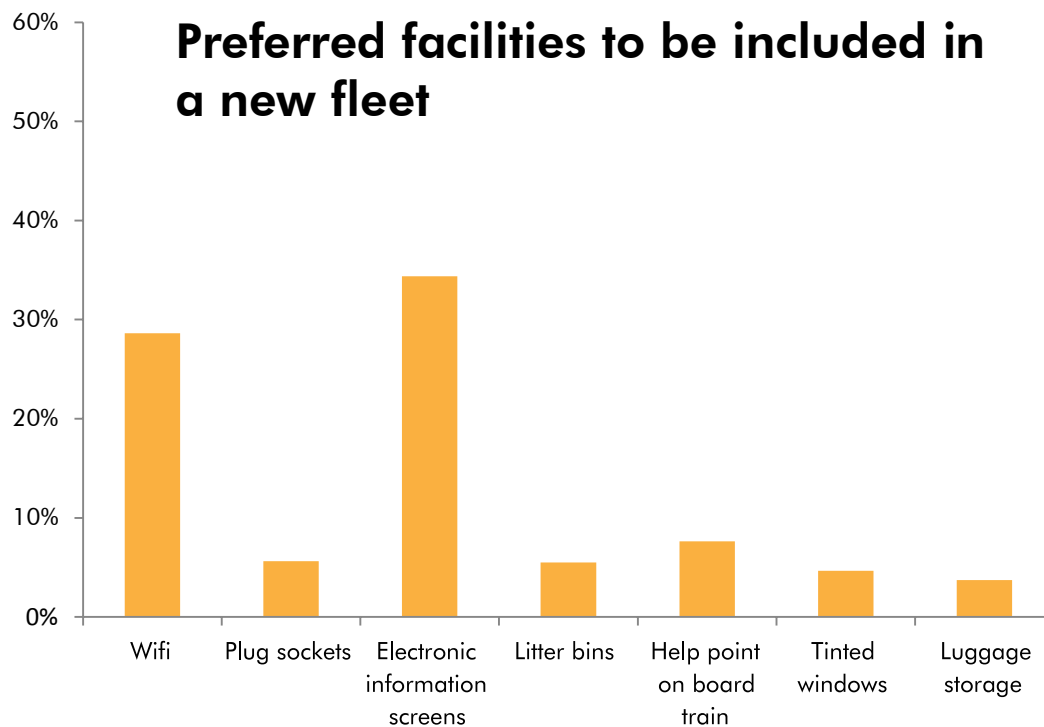


Figure 12 - Preferred facilities in new fleet, (source: Nexus)



### How will Nexus seek to improve the internal environment on a new fleet of Metrocars?

**28** Based on the feedback provided by our passengers, there are a number of things that Nexus can set out in its requirements for the fleet to improve the internal environment in new Metrocars. Nexus will ask for train manufacturers to show how they would improve the inside of the Metrocar. This could include:

- a. Measures to improve cleanliness of the Metro - e.g. litter bins, or seats that can be wiped clean
- b. Measures to better control the temperature - for example air conditioning, heating and windows that open
- c. Provision of electronic information screens utilising the latest technology
- d. Providing internet access and plug sockets for mobile phone and tablets
- e. An interior design that is more modern.

## F: Personal security

**29** Overall responses to the consultation showed that people were generally happy with personal security on Metro, but they frequently associate personal security on trains with anti-social behaviour such as swearing and aggressive behaviour, people putting feet on seats, and littering.

Figure 13 - Satisfaction with personal security, (source: Transport Focus)



**30** Despite scoring relatively highly in terms of satisfaction, personal security was an important priority for improvement. In the focus groups where security was a serious concern among some participants, generally few had ever experienced problems.

### How did passengers want to improve personal security in new Metrocars?

**31** Those who took part in the research felt that more staff or police present on the system would help reduce anti-social behaviour, although it was recognised that this would cost more. Within the focus groups, people also felt that Metro drivers were typically less involved in policing anti-social behaviour than bus drivers.

*"Yobs at night throwing chips and cans about. There should be guards in to stop them"*  
**Passenger**

**32** People who took part in the consultation also felt that there was little deterrent for those committing anti-social behaviour and that live feed of CCTV to on-board monitors (similar to some buses) could help to achieve this.

### How will Nexus seek to improve personal security on a new fleet of Metrocars?

**33** Based on the feedback provided by our passengers, there are a number of things that Nexus can set out in its requirements for the new Metrocars in order to help improve personal security. Nexus will ask for train manufacturers to say how they would intend to improve personal security. This could include:

- Use of live feed CCTV on monitors
- A seating layout that discourages feet on seats
- Improvements in lighting on board
- Ensuring the train driver is highly visible and has means to discourage anti-social behaviour

**34** Nexus currently spends £1m a year on additional police patrols on Metro, as well as Metro staff patrolling at night, targeting areas where there have been reported anti-social behaviour. We will review this use of staff and police to ensure it is providing the best possible impact, alongside measures to enhance personal security in the new fleet itself.



# G: Information and signage

**35** Passengers are generally happy with information, signage and the electronic displays on the current Metrocars.

**36** In the Transport Focus research, passengers with mobility issues or those travelling with items were less happy with signage. In the focus groups and in depth interviews, people felt the signage of priority seating was poor and this contributed to priority seats not always being made available to those who needed them.

*"The display screens are good as its nice to know what the next station is. It is also important for those visually impaired that the audible message is played so they know where they are."*

**Passenger**

**37** Passengers with hearing impairments are also generally happy with the current provision of signage and information screens on trains. Passengers with impaired sight are generally happy that announcements on trains are clear.

**38** Within the Open-Lab research, people requested that grab rails, seating and other features were clearly identifiable in new Metrocars. This included clear labelling of wheelchair and pushchair spaces, priority seating, and luggage space; and a high contrast colour scheme for sight impaired passengers.

**39** All people who took part in the consultation would like the new Metrocars to have electronic information displays providing next stop, destination, and journey length information. Passengers also mentioned that information on onward connections and delays would be useful.

## How will Nexus seek to improve information and signage on a new fleet of Metrocars?

**40** Based on the feedback provided by our passengers, there are a number of things that Nexus can set out in its fleet specification in order to improve information and signage in new Metrocars. Nexus will ask for train manufacturers to show how they would intend to improve the provision of information and signage. This could include:

- a. Enhanced electronic displays to show journey length, onward connections, delays and local information
- b. Clear demarcation and signage for priority seating/flexible seats/wheelchair and luggage space
- c. Consistent high colour contrast for the sight impaired
- d. Provision of signage to encourage even distribution of passengers in the new Metrocars

## H: Other issues considered

**41** In the Transport Focus and Open Lab research, passengers were asked whether they had a preference for one long Metrocar, or two separate ones joined together, as is the case now. People thought that if there was any anti-social coupled together gave people the opportunity to move to another car. Some passengers commented as well, about how they liked sitting at the front of the train, giving a driver's view.

*"A great unique feature of Tyne and Wear Metro is to be able to sit at the front with the driver"*

**Passenger**

**42** However others who participated in the consultation felt that having two trains together possibly wasted space, such as where the cabs are. Some suggested that having one train would provide more space for storing luggage, seating and standing. People liked the idea of a Metrocar being open along its length (as a single carriage), to allow movement at busy times and enable them to see and be seen by the driver.

*"It's nice to be able to sit at the front, but would a clear screen behind the driver, where you could actually see the driver help with antisocial behaviour?"*

**Passenger**

*"If you're on the other side of these two and it's a bit rowdy on one, you can go on the other one, you know"*

**Passenger**

### How will Nexus seek to address this for a new fleet of Metrocars?

**43** Nexus recognises that two trains coupled together has been part of the Metro system since it began so people are used to it. People also enjoy the driver's view that the front seat currently gives them. Nexus also acknowledges that the current operation means some wasted space when compared to a single train. The current driver's cab also could be seen as lacking in space, and that drivers would like to see bigger cabs in the new fleet. Nexus will be asking train manufacturers to provide their own thoughts and ideas on how to address this.

*"The operation of the Metro services always has two units coupled together so driving cabs are always idle"*

**Passenger**

# I: Conclusion

- 44** Nexus would like to thank all those who took the time to take part in our consultation. The views and opinions people shared have given us valuable information into what our passengers want to see in a new fleet of Metrocars. These views will be provided to the train manufacturers who will be bidding to build the new fleet.
- 45** There are clear views from passengers on what they want to see, such as additional space, linear style seating, flexible seating arrangements, electronic information screens and enhanced connectivity for phones and tablets. The research also indicates that on some issues a variety of opinion exists such as air conditioning, seating type and one single Metrocar or two coupled together.
- 46** The results of the market research will be made available to those train manufacturing companies who are chosen to bid to design and build the new trains. The specification that Nexus is developing will be written with flexibility in mind to allow for the companies to be innovative when putting forward final proposals in their bids so that Nexus can choose the design that best fits the aspirations of its customers.





## **North East Combined Authority Transport North East Committee**

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### **EXECUTIVE SUMMARY**

**DATE:** 20<sup>th</sup> April 2017

**SUBJECT:** Transport Plan for the North East

**REPORT OF:** Lead Chief Executive for Transport

This report describes the next steps for the Transport Plan.

### **RECOMMENDATIONS**

It is recommended that the Committee notes the contents of this report and endorses the next steps in development of the Plan.

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### **1. Background Information**

- 1.1 This report updates the report to the February Transport North East Committee regarding the next steps for the Transport Plan.
- 1.2 As reported to previous meetings of this Committee, NECA has a statutory duty to produce a Transport Plan for the area. Among other functions this will replace the existing Local Transport Plan (LTP) documents for Durham, Tyne and Wear and Northumberland. The Plan will set out NECA's policies and priorities for all modes of transport for the next 20 years.

### **2. Transport Plan progress and next steps**

- 2.1 Progress since the report to the February meeting of this Committee has been as follows:
  - Individual meetings have been held with the relevant officer and Lead Member from each Council to further discuss the Plan and receive comments.
  - A workshop for relevant officers was held on 13<sup>th</sup> February
  - Comments arising from these meetings and the officer workshop are being analysed and incorporated into a further revised draft Plan wherever possible
- 2.2 Next steps are as follows:
  - Circulation of this further revised draft Plan to relevant officers and Members
  - A TNEC Members' workshop
  - Incorporation of comments from the TNEC Members' workshop into the draft Plan
  - Report to the 19<sup>th</sup> September meeting of North East Leadership Board, seeking approval for the latest draft Plan to be adopted as the version for public consultation. This version will be fully designed-up; a professional designer and photographer have been appointed to ensure the finished product is of high quality with legible and clearly understandable maps, tables and diagrams.
  - A full public consultation which will also provide the opportunity for NECA's Overview and Scrutiny Committee to review and comment on the plan as part of the consultation process. Normally the consultation period would last 12 weeks in line with Central Government best practice, but it would need to be extended to at least 14 weeks if, as is likely, the period runs over a holiday
  - Incorporation of all the comments from the public consultation into a final version for approval and publication later this year.

### **3. Finance and Other Resources**

- 3.1 The budget for the Transport Manifesto and Plan is £140k of which £34k has already been spent, leaving £106k. Although the cost of producing the Transport Plan will need to reflect the substantial consultation exercise and extensive assessment and other work that is required for the production of a significant

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statutory document of this type, it is the intention to contain the cost of the production of the Transport Plan within the funds available.

- 3.2 The Transport Budget for future years will take into account the Manifesto and the Transport Plan will be set in the context of the availability of local funding and the success of bids for external funding.

#### **4. Legal**

- 4.1 NECA is under a duty to prepare a Local Transport Plan. The Transport Plan is required to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within NECA's area and NECA must carry out its functions to implement these policies. The Transport Plan will be subject to a period of statutory consultation and also will be adopted in accordance with the "Budget and Policy Framework Rules of Procedure" set out in the NECA Constitution

#### **5. Other Considerations**

##### **5.1 Consultation/Community Engagement**

There will be a full public consultation on the Transport Plan in 2017.

##### **5.2 Human Rights**

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

##### **5.3 Equalities and Diversity**

Many of the measures likely to be advocated by the Transport Plan would, if implemented, assist the Combined Authority in promoting greater equalities and diversity in the region's transport system.

##### **5.4 Risk Management**

Failure to proceed with the Transport Plan would firstly be contrary to NECA's statutory duty and secondly could undermine the credibility of this region, compared to other Combined Authorities, when dealing with central government.

##### **5.5 Crime and Disorder**

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

##### **5.6 Environment and Sustainability**

Many of the measures likely to be advocated by the Transport Plan would, if

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implemented, assist the Combined Authority in achieving a more sustainable transport system for the region.

### **6. Background Documents**

6.1 None

### **7. Links to Plans in the Policy Framework**

7.1 This report has a direct link to the forthcoming Transport Plan for the North East.

### **8. Contact Officers:**

8.1 Tobyn Hughes, Managing Director (Transport Operations) 0191 203 3246  
[tobyn.hughes@nexus.org.uk](mailto:tobyn.hughes@nexus.org.uk)

### **9. Sign off**

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



## North East Combined Authority Transport North East Committee

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**DATE:** 20<sup>th</sup> April 2017

**SUBJECT:** Go Smarter Update

**REPORT OF:** Lead Chief Executive for Transport

### EXECUTIVE SUMMARY

The North East has a strong track record for the successful delivery of programmes that promote sustainable travel choices. Originally as three local transport authorities covering Durham, Tyne and Wear and Northumberland through the government's Local Sustainable Transport Fund (LSTF) and over the past year as a truly integrated North East wide programme.

The Committee received a report on 15 July 2016 setting out the various proposals associated with the successful bid to the Department for Transport for funding through the Sustainable Travel Transition Fund (STTY). This fund was introduced by Government as a funding bridge between the LSTF and the Access Fund that was introduced from 1 April 2017.

NECA bid for funding from the Access Fund for an ongoing programme of activities under the 'Go Smarter' banner, to build on the success of these previous programmes as well as further developing activities that promoted better access to employment and training and to further reinforce the link between active travel and public health. This bid was unsuccessful.

However, Durham County Council was successful in securing additional funding through a consortium led by Blackpool Council for the 'Walk To' project, working with voluntary sector organisation Living Streets.

This report outlines the delivery of NECA's Sustainable Travel Transition Year 2016-17 and describes the development of legacy proposals that will take forward and mainstream a number of these initiatives in the absence of Access Funding.

### RECOMMENDATIONS

It is recommended that the Committee notes this report and notes that a report on the legacy proposals for the Go Smarter programme will be brought back to committee in July.

### **1. Overview of Sustainable Travel Transition Year 2016-17**

- 1.1 Go Smarter combines the most effective elements from the LSTF Go Smarter programmes in Tyne and Wear and Northumberland, and the South Durham Local Motion LSTF programme, expanding the reach and impact to additional communities with co-ordinated delivery across the North East Combined Authority area. Go Smarter builds on the investment that has increased sustainable travel for businesses, schools and local communities.
- 1.2 Our work during 2016-17 had three main themes:
  - 1. Schools Go Smarter (SGS) programme, promoting sustainable travel for the school run;
  - 2. Go Smarter Ways into Work (GSWiW) –targeting school leavers, sixth form college students as well as jobseekers, to support their access to jobs, education, skills and training;
  - 3. Go Smarter to Work (GSW) programme, encouraging commuters already in employment to choose sustainable modes of transport for their journeys to work.
- 1.3 The package of measures was underpinned by a full communications strategy.

### **2. Schools Go Smarter**

- 2.1 The successful Schools Go Smarter programme was developed and delivered to include existing and new target school communities in order to foster behaviour change – to promote more active and sustainable travel, helping to reduce traffic congestion and carbon emissions on selected road corridors where these problems were most acute. The projects funded through Go Smarter have complemented other projects that secured alternative sources of funding. School selection for individual SGS projects was based on various factors including proximity to strategic corridors, willingness to undertake the annual monitoring survey, potential for a shift towards active and sustainable modes of transport, level of need, and so on.
- 2.2 The approach was based on the successful GSW business engagement model where the survey is done first and the resulting data informs the choice of projects. The staff at the school were also offered the opportunity to undertake the GSW travel survey and thereby access the toolkit offers.

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### 2.3 The projects on offer to schools included:

FUNDING SOURCE	MODE			
	Cycle	Public Transport	Walk	All
DfT grant to local authorities	Bikeability (3 levels)			
	Bikeability Plus (10 modules)			
Northumbria Safer Roads Initiative (NSRI)	Cycle transition	Public transport promotion (journey planning, POP card)	Child pedestrian training	Teaching Resources website
		Bus Induction		Theatre Education 1
		Metro induction		Theatre Education 2
DfT grant to NECA	Active travel promotion		Active travel promotion	Active travel coordinator
				Fancy Feet Whirly Wheels (challenge)
				Smarter Parker
				Match funding

### 2.4 Between 1 April 2016 and 13 March 2017, DfT funding has enabled activity as follows:

- 199 unique schools engaged
- 764 total number of activities delivered in schools and other settings
- 28,893 total number of pupils involved in school based activity
- 246 total number of parents involved in school based activity
- 41 schools have taken part in the two Fancy Feet Whirly Wheels challenge
- 300,000 Smarter Parker leaflets have been distributed to all schools across NECA
- 8 schools have applied for matched funding

(Note we will be able to update on total figures for the year at the meeting)

### 2.5 Between 1 April 2016 and 28 February 2017, NSRI funding has enabled outputs of:

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- 4,301 children (94 schools) undertaken child pedestrian training
- Approx. 900 children (30 schools) undertaken bus induction
- 422 children (5 schools) undertaken Metro induction
- 12,703 children (Tyne and Wear schools only) received information through promotion of public transport (POP cards, journey planning)
- 8,950 children (46 schools) watched Theatre Education 1 performance
- 5,670 children (35 schools) watched Theatre Education 2 performance
- 89 new schools have downloaded materials from the TeachingResources website

(Please note we will be able to update on total figures for the year at the meeting)

### **3. Go Smarter Ways into Work**

- 3.1 Career Travel – broadening travel horizons for young people by taking them on trips by bike and / or public transport to visit potential employers. 180 pupils from 7 schools took part.
- 3.2 Wheels to Work - residents with no available private or public transport for their journey to work were provided with low-cost scooter loans to improve access to jobs or training. Three schemes were in operation during 2016/17 – Durham (Chester-le-Street), Northumberland, Tyne and Wear.
- 3.3 Travel advisor training - 11 employment advisors from partner agencies were upskilled to address the transport barriers for apprentice placements by taking part in a training course accredited to One Awards Level 3.
- 3.4 Jobseekers ticketing – agencies distributed taster tickets to those where the young people have no other means of support for transport costs and without the tickets would not be able to take up the offer of training or a placement. In Durham and Northumberland, 191 tickets were offered. Note Tyne and Wear has an equivalent scheme that is funded separately. 2000 POP PAYG cards have recently been distributed to Job Centre Plus and Ingeus through separate funding.
- 3.5 Research report – Rocket Science were commissioned in November 2016 to carry out research into the availability of support relating to transport to jobseekers, apprentices and newly employed clients in the NECA area. This research was designed to allow the Go Smarter team to focus the Ways into Work strand of its work in 2017-18. This report considered:
  - The background and context to the development of Go Smarter Ways into Work
  - An analysis of existing schemes and support available to young people in the NECA area
  - An analysis of the needs and geographic distribution of young people

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who could benefit from Go Smarter Ways into Work support in the NECA area

- The views of stakeholders – particularly on gaps in provision and future opportunities
- Recommendations for the Go Smarter team based on the findings of this report.

- 3.6 Working with groups with protected characteristics – Barnardo's Palmersville Training were supplied with 70 POP PAYG cards for use with their clients to access training and work opportunities.

#### **4. Go Smarter to Work**

- 4.1 The successful business engagement programme was continued, taking the opportunity to expand into new areas (for example Durham City centre) and consolidating other areas.

- 4.2 The first step is undertaking the staff survey to identify need before offering the GSW toolkit (personalised travel planning, active travel promotion, matched funding, etc.). The follow-up survey (approx. a year later) was also vital.

- 4.3 New for STTY was the development of the Make the Switch concept, whereby people were directly engaged rather than having to come down through the workplace contact.

- 4.4 We have:

- Engaged with 638 workplaces with 203 unique contact details  
An engaged organisation is any organisation with whom an inception meeting has been held- the organisation may not necessarily have continued with active engagement in Go Smarter to Work activity.
- Collected over 5,000 travel surveys
- Issued over 3,400 personalised travel plans (PTPs)
- Issued 150 taster tickets (POP PAYG)
- Held 10 Make the Switch events and estimated 2,200 total number of engagements with individuals through Make the Switch events
- Delivered 223 activities delivered at organisations. This consists of Dr Bike events, brand awareness events, Nordic Walking activities but does not include PTPs
- Held five seminars for businesses
- Held four Business Network meetings (83 workplaces have joined the Business Network)

(Please note we will be able to update on total figures for the year at the meeting)

### **5. Communications**

- 5.1 Current communications activity consists of delivering agreed scheduled campaigns until the end of March 2017, as well as daily communications support to the various strands of the Go Smarter programme in terms of resources, events, public relations and social media.

Full consideration is being given to the 'close down' communications strategy, as well as ongoing legacy communications which will include resource development, a legacy event, the websites (Go Smarter, Schools Go Smarter Teaching Resources) and support to ongoing projects, including the NSRI-funded schools projects and ongoing GSW branded business engagement activity in Sunderland.

As legacy activity for the programme is scoped out and finalised, the communications will be flexible in terms of ongoing support.

### **5.2 Campaigns**

#### **Make the Switch**

The Make the Switch campaign was delivered across the NECA area. Events were delivered by suppliers, with support from communications in terms of printed leaflets, postcards and branded materials.

The BetterPoints app, branded Go Smarter, is linked to the Make the Switch campaign to encourage users to make sustainable transport journeys.

During February 2017, we commissioned a bespoke radio advert for Metro Radio, Capital Radio, Sun FM and Star Radio (Durham transmitter). You can listen to the advert on the Go Smarter YouTube channel at <https://youtu.be/Hjp-ztZh4eE>

We also advertised Make the Switch in the Chronicle and Sunderland Echo, and related titles, as well as The Crack magazine, March 2017 issue. The ads and animated gifs featured the Go Smarter Life Journey illustration to make the adverts and site skins more engaging.

Social media formed a key element of the Make the Switch campaign. All online traffic was directed to the Make the Switch landing page: [gosmarter.co.uk/make-the-switch](http://gosmarter.co.uk/make-the-switch)

#### **Down Your Workplace with Sun FM**

The Go Smarter business engagement team at Sunderland City Council commissioned eight weeks of advertising on Sun FM, through the GSW branded 'Down your Workplace' campaign.

The Sun FM team visited workplaces in Sunderland during the duration of the campaign. Go Smarter was promoted on air, on the Sun FM website, and businesses were encouraged to use social media to promote the visits.

### **Schools Go Smarter School Challenge – Fancy Feet Whirly Wheels**

This competition for primary schools ran for the first two weeks in March, giving us time to award prizes before the close of programme. We have worked with consultants to develop the bespoke Schools Challenge website, where the data can be uploaded by the schools and includes a Leader Board to display the stats from the Challenge. Fancy Feet Whirly Wheels resources are available for free download on the Schools Go Smarter Teaching Resources website for teachers.

### **Smarter Parker Sun FM Next Generation Radio Competition 2017**

Ten schools/21 teams signed up to take part in the competition and all have been recording (non-professionally) their scripts in school with the technical support of Sun FM. Three schools (four teams) were shortlisted and given a tour of the Sun FM studios. These top teams presented their scripts to a judging panel on Thursday 16 March at the Mansion House in Jesmond, Newcastle. The winning team (Lord Lawson of Beamish Academy ‘congestion crusaders’) had their script professionally recorded, using their own voices, and it was broadcast across the North East for two weeks at the end of March/beginning of April 2017 across Sun FM, Metro Radio, Capital Radio and Star Radio.

### **Car Free Days**

We have developed resources to enable schools to deliver SGS branded Car Free Days throughout the year.

## **5.3 Websites**

Go Smarter uses the following websites to share information about the programme’s activities:

**The Go Smarter website** [www.gosmarter.co.uk](http://www.gosmarter.co.uk) is our key channel for sharing information with our audiences and we continue to freshen the relevant sections, including the addition of Make the Switch pages. This will continue.

**The Schools Go Smarter Teaching Resources website** [www.sgsteachingresources.co.uk](http://www.sgsteachingresources.co.uk) includes free, downloadable resources for teachers, linked to the National Curriculum and to sustainable transport themes. The resources include classroom lessons, activities and assemblies and are currently being developed further, with input from qualified education experts. This will continue.

**Go Smarter’s Share Smarter** website promoted the benefits of car sharing

and provided the facility for employers and employees to organise a car sharing service. We closed down this website at end of March, as there are ongoing costs which can no longer be met. Before close-down we contacted employers to offer advice on alternative sources of information and we contacted all individual members with helpful alternative websites for car sharing guidance.

### 5.3 **Social media**

We have been building engagement and conversations with our audiences on Twitter @GoSmarterSchool and @GoSmarterToWork through photographs, case studies, news and upcoming event information. We encouraged schools and businesses to retweet our posts and tweet their good news stories. Our Street Team live tweeted from business engagement events, as did some of our cycling and walking suppliers and partners. We have a small but committed group of followers who share and repost our social media messages to a larger audience.

Go Smarter's Facebook page promotes activities and positive news stories for the entire programme, schools and work. Our LinkedIn Group targets our business audience, and promotes activities and seminars for primarily Go Smarter to Work projects. We use YouTube and Vimeo to showcase any bespoke films that have been created, for both schools and work.

### 5.4 **Newsletters**

SGS and GSW Newsletters include positive case studies, photographs and news and are distributed via MailChimp, which allows us to control the database of contacts and access statistics about the delivery of the Newsletters. The Newsletters have been well received and the latest editions were distributed before the end of March.

### 5.5 **BetterPoints**

The Go Smarter app can be used to earn BetterPoints by logging activities such as walking, running, cycling, travelling on the bus, train or Metro, or car sharing. The BetterPoints can then be redeemed for high street rewards or make a donation to charity. (141 users, 3905 Activities Recorded/160,080 points earned as at 22 March 2017)



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### 6. Budgets

6.1 The indicative budgets are shown below:

Workstream	DfT Grant (£k)	Local contribution (£k)
Schools Go Smarter	640	70
Go Smarter Ways into Work	258	0
Go Smarter To Work	910	70
Active Travel Hubs	65	0
Comms and Marketing	140	0
Programme Management	330	193.5
<b>TOTAL</b>	<b>2,343</b>	<b>333.5</b>

### 7. Access Fund Decision

- 7.1 On 5 July 2016, guidance was issued by Department for Transport for the Access Fund. The Access Fund will benefit local authorities who wish to deliver sustainable transport projects that seek to grow the economy by boosting levels of cycling and walking, and by improving access to jobs, skills, training and education.
- 7.2 Local Transport Authorities were invited to bid for a share of this £60 million pot for 2017/18 through 2019/20. Schemes receiving DfT funding could run for a single year or multiple years. The Access Fund is a significant contributor to the financial resources available for the implementation of the Government's Cycling and Walking Investment Strategy (CWIS), and all schemes were therefore required to demonstrate very strong support for cycling and walking.
- 7.3 This competitive bidding process was for revenue funding only. The capital funding for sustainable transport is embedded in the Local Growth Fund (LGF) Growth Deal. The Growth Deals competition was announced in March 2016 and is led by Local Enterprise Partnerships; the £500m capital funding announced for sustainable transport is part of the Department for Transport's overall funding contribution to the LGF.
- 7.4 The NECA bid to the Access Fund was submitted on 9 September 2016. In December 2016, NECA was informed by DfT that the bid was unsuccessful. Feedback from DfT was received on 21 March 2017. DfT highlighted that this competition was highly competitive and oversubscribed, less than half of the applications were funded. The department was working with a limited pot of funding.
- 7.5 The bid scored well on the economic case, with room for improvement in the strategic case. It was clear that the bid included a good variety of different initiatives to increase walking and cycling. However, large sections of the bid document were too high-level focussing on how this bid fitted with other local, regional and national strategies. The sections that did attempt to

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address the Access Fund objectives lacked specific examples, or sufficient information as to why chosen interventions were selected, how they would help, or to what extent. Some of the targets and outcomes articulated could have been better explained in terms of the underpinning assumptions, e.g. those for jobs and education. The rationale for choice of geographical areas was also very limited.

- 7.6 However, Durham County Council has secured additional funding for the 'Walk To' project, as part of a consortium led by Blackpool Council. The project will support economic, health and environmental development in targeted areas through active travel. Durham CC would be allocated one member of Living Streets staff to be based at County Hall, continuing previous arrangements for 'Walk To' funded by LSTF/STTYF since 2012.

### **8. Close-down of STTY**

- 8.1 In January 2017 the Go Smarter Programme Management team met with each local authority and Nexus individually to discuss the implications of the decision. The meetings were positive in that the partners could imagine continuing the philosophy of Go Smarter without the Access Fund but that further work was required to develop the detail of what could be offered as part of a Legacy Programme
- 8.2 Statements were prepared for our partners and stakeholders. A press release for reactive enquiries was drafted. Statements for schools and workplaces were tailored to meet local circumstances and circulated by the relevant local authority.
- 8.3 All current suppliers were informed directly of the Access Fund decision. Others were informed through the Go Smarter newsletter issued on 1 February. Meetings were held with suppliers to discuss the close-down agenda, including final dates for delivery of activity and data handover.
- 8.4 On 20 January 2017 proposals were presented to NECA Heads of Transport related to the Go Smarter brand and communications, websites and social media channels and potential legacy projects. Heads of Transport instructed the Go Smarter Team to consider options for post March 2017.

### **9. A Legacy for Go Smarter**

- 9.1 A 2-phase approach to developing the Go Smarter legacy is proposed; the first setting out the foundations for the long term delivery of the Go Smarter legacy while creating some "space" to develop and evaluate legacy options, leading on to phase 2 the launch of the Legacy Programme.
- 9.2 Phase 1: Heads of Transport have asked the programme management team to continue in post for 3 months (April to June), in order to:
- Report to DfT. The formal request for Qtr4 claim and output survey results and Qtr4 claim was received from DfT on 13 March, with

# North East Combined Authority

## Transport North East Committee

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deadlines 28 April and 8 May respectively

- Continue active travel promotion in schools for summer term 2017
- Provide comms and marketing support for 6 months from April to September
- Develop proposals for legacy projects by a critical review of each project in terms of inputs, outputs and outcomes
- Explore funding opportunities
- Undertake any relevant required procurement exercises for frameworks – specifications to be developed in consultation with all partners
- Organise and host a legacy event in May (date of 12 May provisionally booked)
- Consider future requirements for programme management (phase 2)

9.3 The Go Smarter brand will continue. Core Team have already identified some legacy projects – see Appendix A – including the schools projects that are being funded by other sources.

9.4 In February 2017, Gateshead Council was awarded £395,957k from DEFRA's Air Quality Grant 2016/17, and Go Smarter Make the Switch will form one element of the proposals, focussed on Gateshead Town Centre.

### **10. Potential Impact on Objectives**

10.1 Delivery of the measures included in the Sustainable Travel Transition Year programme will assist the Combined Authority in delivering its objective to achieve a more sustainable transport system for the region.

### **11. Finance and Other Resources**

11.1 The additional grant will be reflected in the transport budget. Match funding is provided by partners and there are no additional financial implications for NECA arising from this report.

### **12. Legal**

12.1 There are no specific legal implications arising from this report

### **13. Other Considerations**

13.1 Consultation/Community Engagement

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

# North East Combined Authority

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### 13.2 Human Rights

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

### 13.3 Equalities and Diversity

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

### 13.4 Risk Management

There are no risks arising from this report.

### 13.5 Crime and Disorder

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

### 13.6 Environment and Sustainability

Many of the measures identified by the Sustainable Travel Transition Year programme will assist the Combined Authority in achieving a more sustainable transport system for the region.

## 14. Background Documents

- 14.1 Go Smarter (across the North East) - Sustainable Travel Transition Year Funding 2016-17, TNEC, 15 July 2016

## 15. Links to Plans in the Policy Framework

- 15.1 This report has no direct link to plans in the Policy Framework

## 16. Contact Officers:

- 16.1 George Mansbridge, Head of Development Services, South Tyneside Council (and Go Smarter SRO)  
[george.mansbridge@southtyneside.gov.uk](mailto:george.mansbridge@southtyneside.gov.uk) 0191 424 7566

Helen Mathews, Nexus and Interim Head of Transport Policy (North East Combined Authority)

[helen.mathews@newcastle.gov.uk](mailto:helen.mathews@newcastle.gov.uk) 0191 211 5679

# North East Combined Authority

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### 17. Sign off

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

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## North East Combined Authority

### Transport North East Committee

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**DATE:** 20<sup>th</sup> April 2017

**SUBJECT:** Discharge of Transport Functions by Durham County Council

**REPORT OF:** Vice Chairman with Portfolio Responsibility for Transport for Durham County Council

#### **EXECUTIVE SUMMARY**

The purpose of this report is to advise the Committee of how Durham County Council has discharged the transport functions delegated to it by NECA for the 2016-17 year.

#### **RECOMMENDATIONS**

It is recommended that the Committee agrees to note this report.

# **North East Combined Authority**

## **Transport North East Committee**

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### **1 Background Information**

- 1.1 When NECA approved its constitution, it delegated to the two constituent County Councils transport functions set out in part 3.4 of the Constitution. Durham's Cabinet subsequently authorised the Corporate Director of Regeneration and Economic Development to discharge these functions in consultation with the Cabinet Portfolio Holder, Economic Regeneration.
- 1.2 The NECA operating agreement requires that the relevant Portfolio holder provides reports when required to the Transport North East Committee advising on how the delegated functions have been exercised. Attached at appendix 1 is an account of the discharge of transport functions for 2016 agreed by the Corporate Director for Regeneration and Local Services and Transport Portfolio Holder, Economic Regeneration. Appendix 1 is also scheduled to be reported for information to the County Council's Cabinet meeting in June 2017.

### **2 Proposals**

- 2.1 Members are requested to note the report.

### **3 Next Steps**

- 3.1 These are identified as far as practicable in appendix 1

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

- 4.1 The report describes how Durham County Council is discharging transport functions delegated by NECA.

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

- 5.1 The transport functions will be funded by the levy issued by NECA to Durham County Council.

### **6 Legal**

- 6.1 This report is submitted in accordance with obligations contained in the Deed of Operation entered into by the constituent authorities on formation of the Combined Authority.

### **7 Other Considerations**

- 7.1 **Consultation/Community Engagement**



# **North East Combined Authority**

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None specific in this report

### **7.2 Human Rights**

None specific in this report

### **7.3 Equalities and Diversity**

None specific in this report

### **7.4 Risk Management**

None specific in this report

### **7.5 Crime and Disorder**

None specific in this report

### **7.6 Environment and Sustainability**

None specific in this report

## **8 Background Documents**

- 8.1 The North East Combined Authority Constitution  
The North East Combined Authority Deed of Operation dated the 29<sup>th</sup> April 2014

## **9 Links to Plans in the Policy Framework**

- 9.1 This report has no direct link to plans in the Policy Framework

## **10 Appendices**

- 10.1 Appendix 1  
North East Combined Authority (NECA)  
Durham County Council Transport Activity Report  
2016-17

# North East Combined Authority

## Transport North East Committee

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### 11 Contact Officers

11.1 Adrian J White, Head of Transport and Contract Services, Durham County Council, [adrian.white@durham.gov.uk](mailto:adrian.white@durham.gov.uk), Tel: 03000 267455

### 12 Sign off

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

# **North East Combined Authority**

## **Transport North East Committee**

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### **Appendix 1**

#### **North East Combined Authority (NECA)**

#### **Durham County Council Transport Activity Report 2016/17**

##### **Introduction**

1. The County Council operates an 'Integrated Transport Unit' (ITU) in line with Government's best practice guidance. The ITU delivers public transport, home to school transport, Special Education Needs (SEN) transport and adult social care transport. It also has close links with health, clinical commissioning groups and the North East Ambulance Service.
2. Integrating transport in this way enables the authority to create packages of work across sectors to maximise the use of vehicles and staff, ensure full use is made of existing local bus services for education and social work purposes and deliver consistency of standards across different modes. The opportunities to integrate commissioning and delivery of local authority transport with non-emergency healthcare transport have also helped to deliver a simpler and more understandable service for the user.
3. The Council also values the benefits of the harmonisation of policy and delivery across the economic development, planning, housing and transport functions. This approach ensures that we can maximise transport's contribution to economic growth in the County.

##### **Bus Service Network**

###### *Current State of Commercial and Subsidised Networks*

4. Bus operators' own commercial services provide a high proportion of the network in most of County Durham. Go North East and Arriva provide the majority of the services, with approximately equal market share. Service changes by both operators during 2016 have included increased head to head competition in east Durham. Six other firms also run locally significant services without subsidy. The presence of this number of operators is unique to County Durham and continues to influence the market. Almost all the main towns of County Durham have a least two operators providing commercial services.
5. Total bus boardings have fallen slightly in 2016, continuing a trend that set in in mid-2014. A similar trend is seen in national statistics. In County Durham, no single cause has been identified, although contributory factors are thought to be changing retail markets, fewer young adults in the population, and some impact from disruption to services arising from major road and utility works during 2016.
6. The majority of the bus network in County Durham has been essentially stable since October 2012 in terms of level of service and the service routes, although

# **North East Combined Authority**

## **Transport North East Committee**

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there have been periodic adjustments to details of timings reflecting better data now available from new tracking systems. There has been considerable further investment in new and cascaded buses in the period by both main operators. Further investment continues into 2017.

### *Secured Service Retendering Activity*

7. The council's general practice is that contracts for bus service are arranged on 4-year cycles, holding a right to extend to 5 years. Normally all contracts in an area are renewed at the same time. 2016 was a period of low activity in tendering bus services, with extension options taken up to focus on a renewal of all contracts with effect from autumn 2017.

### **Park and Ride**

8. The Durham Park and Ride has continued to perform very satisfactorily. Total boardings in 2016 have fallen slightly compared with 2015, mainly due to the effect of the record numbers carried during the Lumiere event in November 2015.

### **Clean Vehicle Technology Fund**

9. The project in partnership with other NECA councils to equip Go North East (GNE) buses on four services across the NECA area with a kinetic energy recovery system has progressed in 2016. Two trial vehicles were equipped but results were unsatisfactory. An alternative retrofit exhaust system solution has been agreed between GNE, the partner authorities and the Department for Transport. This followed successful testing during autumn 2016 which showed that excellent reductions in emissions of nitrous oxides are being achieved on the road, essentially equivalent to the latest "Euro VI" standard. The retrofit will be rolled out on the two services involved in County Durham during the first half of 2017. Part of the revised scheme entails GNE providing new "Euro VI" buses on Consett – Stanley – Durham services in lieu of the original scheme, and these were delivered in February 2017.

### **Concessionary Fares**

10. Reimbursement payments under Durham's concessionary fare scheme for older and disabled people form the major element of the County Council's spending on public transport. Largely fixed price arrangements have been negotiated with the two major operators, with "cap and collar" provisions to handle deviations from expected volumes. During 2016, total concessionary boardings have risen by about 0.4% compared with 2015.

### **Community Transport (CT)**

11. The CT sector predominantly concentrates on group hire, although Weardale Community Transport again operated its summer-only Sunday bus service in 2016. The council's programme of offering capital grants from Local Transport Plan funding to assist Community Transport continues. We also supported

# North East Combined Authority

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groups in making their bids to the Department for Transport's Rural Community Transport Minibus Fund, with all six bids being successful.

12. We are also continuing our use of Rural Sustainable Community Transport funding to support the CT sector to develop its capacity, with a particular focus on the recruitment of volunteers.

### North East Smart Ticketing Initiative (NESTI)

13. Durham has continued to actively participate in the NESTI initiative. The PopPAYG card was successfully rolled out on Durham Park and Ride in summer 2016. It provides a discount fare equivalent to that previously available by buying a 20 journey card, but in a more convenient manner. Many regular users are now using the PoP smartcard on Park and Ride. However, Pop PAYG has yet to achieve material levels of use across the wider bus network, and the roll out of contactless payment during 2017 appears likely to have a much greater impact.

### Multi-Operator Ticketing Scheme

14. The Council is continuing to work with bus operators in County Durham to implement a scheme of multi-operator bus fares reflecting the bus market of County Durham. This will use the "Smartzone" model which has been introduced by bus operators in Tyne & Wear.

### Transport Focus Bus Passenger Satisfaction Survey Autumn 2016

15. Transport Focus under-take an independent survey of passengers' satisfaction with their bus journeys each autumn in a range of areas across England and Scotland. County Durham was included in the 2016 survey for the first time since 2011, following funding provided by DCC jointly with Arriva and Go North East. Key results are summarised below:

% satisfied	All County Durham (inc other operators)	Arriva in County Durham	GoNE in County Durham
Punctuality (all passengers)	79%	70%	82%
Journey time (all passengers)	86%	81%	87%
Value for money (fare payers only)	58%	54%	56%
OVERALL (all passengers)	89%	85%	91%

# North East Combined Authority

## Transport North East Committee

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16. The results show considerable progress since 2011, when overall satisfaction was 83%. The 2016 result matches the average of other unitary councils in the survey, and is above the average score of shire councils. The satisfaction with punctuality is fourth highest of the 27 areas in the survey. However, only five others have lower VFM results from fare-paying passengers, with concerns about the impact of congestion and roadworks on journey time apparent in the comments. This appears to reflect the impact of the major road schemes and utility works that have particularly affected the Arriva network in the last two years.

### Home to School/Social Care Transport

17. Home to school and social care transport forms the major part of Durham's operations, with a total spend of approximately £13 million pa and over 1000 contracts in operation. This includes school transport buses that are paid for by parents and or schools, supplementing the statutory free travel provided by the Council. As at October 2016, about 5,100 pupils received free travel to school, together with 3,400 pupils travelling under the non-statutory concessionary schemes.
18. Our general practice is that contracts for Home to School Contract Hire services are awarded for a 4-year period, with the Council holding a right to extend to 5 years. Tendering is carried out over a rolling programme, with new contracts starting in September each year. Tender prices have remained very competitive, benefitting from lower fuel prices. However, some adverse trends are expected in subsequent years due to increasing fuel costs and some impact from the National Living Wage.

## North East Combined Authority

### Transport North East Committee

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**DATE:** 20 April 2017

**SUBJECT:** Discharge of Transport Functions by Northumberland  
County Council

**REPORT OF:** Chief Executive, Northumberland County Council

#### **EXECUTIVE SUMMARY**

Under the Constitution of the Combined Authority, and in accordance with an Operating Agreement between the Constituent Authorities, certain functions have been delegated to the Executive of the two Constituent County Councils, being Durham and Northumberland. This report provides an update on the discharge of delegated functions at Northumberland County Council for the financial year 2016/17.

#### **RECOMMENDATIONS**

It is recommended that the Committee note the transport responsibilities of Northumberland County Council and the activities undertaken in 2016/17.

# **North East Combined Authority**

## **Transport North East Committee**

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### **1 Background Information**

- 1.1 The Combined Authority Order transfers to the Combined Authority transport functions previously carried out by Northumberland County Council under parts 4 and 5 of the Transport Act 1985 and functions under part 2 of the Transport Act 2000.
- 1.2 Under the Constitution of the Combined Authority, and in accordance with an Operating Agreement between the Constituent Authorities, transport functions have been delegated to the Executive of the two Constituent County Councils, being Durham and Northumberland.
- 1.3 Under protocols agreed between the Constituent Authorities, it was planned for Northumberland County Council to report to the Combined Authority on the manner in which the transport functions have been discharged including how they have been discharged in accordance with any performance management criteria set by the Combined Authority.

### **2 Proposals**

- 2.1 Members are requested to note the contents of the report.

### **3 Next Steps**

- 3.1 Under protocols agreed between the Constituent Authorities, Northumberland County Council will provide an update report to TNEC on an annual basis.

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

- 4.1 The tasks reported in this document support the objectives of the Combined Authority of creating the best possible conditions for growth in jobs, investment and living standards, to make the North East an excellent location for business, to prioritise and deliver high quality infrastructure and to enable residents to raise their skill levels and to benefit from economic growth long into the future.

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

- 5.1 For 2014/15, the funding for Transport functions in Northumberland County Council was transferred into the Combined Authority, and the Combined Authority in turn delegated the funding to the Council to cover the discharge of



# North East Combined Authority

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its transport functions.

### **6 Legal**

- 6.1 In order to enable the Transport functions to be carried out lawfully by the employees who carry them out currently, authorisation has been obtained from the Policy Board of Northumberland County Council.

### **7 Other Considerations**

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

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

#### **7.2 Human Rights**

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

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

There are no specific equality and diversity issues arising from this report.

#### **7.4 Risk Management**

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

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

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

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

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

### **8 Background Documents**

- 8.1 The North East Combined Authority Constitution.  
North East Combined Authority Deed of Operation dated the 29th April 2014.

### **9 Links to Plans in the Policy Framework**

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

### **10 Appendices**

- 10.1 Appendix 1  
North East Combined Authority (NECA)

# North East Combined Authority

## Transport North East Committee

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Northumberland County Council Transport Activity Report 2016/17.

### 11 Contact Officers

11.1 Stuart McNaughton  
Strategic Transport Policy Officer  
Northumberland County Council  
[stuart.mcnaughton@northumberland.gov.uk](mailto:stuart.mcnaughton@northumberland.gov.uk)  
01670 624104

### 12 Sign off

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

Use ✓

# North East Combined Authority

## Transport North East Committee

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### Appendix 1

#### North East Combined Authority (NECA)

#### Northumberland County Council Transport Activity Report 2016/17

##### **The Supported Bus Service Network**

- 1 The vast majority of bus routes operating in Northumberland are run commercially without any input, subsidy or support from Northumberland County Council. This commercial network which covers approximately 80% of all services covers those routes that are profitable. The remaining 20% of services are either fully or partially subsidised by Northumberland County Council, these services would not operate without the ongoing support of the council.
- 2 The supported services comprise approximately 45 routes or parts of routes that cover mainly rural but also some urban areas of Northumberland. These supported services include instances of services running commercially at popular/peak times, but where support is given to maintain journeys at other times (early morning and late evening for example). They also include support the County Council gives to key tourist services that help boost the local economy and safeguard the environment by ensuring that people can visit notable locations without needing a car. All supported routes are shown on Map 1 overleaf.
- 3 Historically, criteria for subsidising bus services has been based on maximum subsidy per passenger and where these figures are exceeded the service concerned should not be provided i.e. it will be withdrawn. A more considered approach has now been implemented that looks at accessibility, integration and procurement to ensure services deliver the maximum accessibility from the given budget. This approach has allowed us to realise substantial savings (see table below) with minimal disruption to the supported bus network.

				Supported Services Budget
Supported	Bus	Services	Gross	£1.4m*
Expenditure	2016/2017			
Savings realised through re-tendering of supported bus services				£200k
Funding available as of the 1 <sup>st</sup> April 2017				£1.2m

\* In addition to the stated expenditure additional funding is provided by partner organisation to support specific services and a significant recharge from home to school transport for those elements of the supported bus network that are used to carry scholars.

# North East Combined Authority

## Transport North East Committee

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Map 1: Bus services that are currently fully or partly subsidised by Northumberland County Council

### **Management of the Public Transport Network**

- 4 Northumberland supports the emerging vision from the current work on a Bus Strategy for the NECA area. The vision is to deliver buses to people living, visiting and working in the NECA area that are accessible, affordable and reliable and support the growth of the NECA area economy. Therefore we will aim for an inclusive, stable and sustainable network of bus routes and services which will provide access to education, employment, health, leisure and social destinations.
- 5 In order to achieve this vision Northumberland in partnership with Nexus and Durham County Council must:
  - Arrest the decline in bus patronage;
  - Maintain and strive to improve accessibility;
  - Improve benefits to current and future bus passengers; and
  - Ensure affordability
- 6 A number of options will be evaluated, all of which have the potential to deliver the desired outcomes they include:
  - Voluntary partnership agreement(s)
  - Enhanced partnership scheme or advanced quality partnership
  - A bus franchising scheme
- 7 Bus Partnership - There are many different partnership options that should be considered as they also have the potential to deliver many benefits. The success of any bus partnership arrangement depends on good working relationships between the local authority and bus operators, with consensus on what needs to be done and a commitment from all partners to deliver 'their part of the agreement'.
- 8 Bus Franchising - Bus franchising gives the authority the ability to take control of, and responsibility for local bus services in the area. The authority determines and specifies all aspects of the bus services to be provided in an area, and bus operators bid to provide the services. It has the potential to deliver a range of benefits and can include all aspects of providing bus services and levying fares for travel. However this approach is some years away from being a possible intervention.
- 9 Officers and Elected members from Northumberland County Council will take an active role in both leading on aspects of this work and supporting the work of other NECA members to identify and progress towards an option or combination of options that delivers the maximum benefit for both passengers and the NECA.

# North East Combined Authority

## Transport North East Committee

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- 10 In the first instance we see the involvement of operators in agreeing the aims and objectives of the Bus Strategy as being essential and the further development of good working relationships between operators and local authorities as a priority.

### **Home to School Transport**

- 11 Northumberland County Council provides free home to school transport for over 8000 eligible children attending mainstream schools at an annual cost of £8.5M. Home to school transport policy is largely restricted to statutory criteria but free provision is made for children to enable them to attend a particular school on grounds of religion or belief. The school transport network covers all of Northumberland and substantial use is made of “feeder” transport (operated by taxis) connecting into “trunk” services (operated by buses) at village hubs etc. A rolling programme of “clean sheet” area route review activity is undertaken on an annual basis which effectively involves a complete re-design of the school transport network before a re-tendering exercise is undertaken. The order in which routes reviews are being undertaken at present is largely being dictated by school reorganisations. Historically, the County had a three-tier system of education in place but this is changing and a substantial number of schools have or are in the process of transitioning to a two-tier system of primary & secondary schools. This has a major impact on the school transport network.
- 12 The Council discharges its legal obligation to facilitate transport for students attending high school sixth forms and further education colleges by means of public transport, the cost of which is paid by families or (in its absence), by means of contracted school transport services where an annual charge of £600 applies. Free travel is available for students with special needs and financial assistance is also provided for students from low income backgrounds.
- 13 Transport to special schools is provided free for eligible pupils at a cost of just over £4M. A significant number of students attend out of county establishments such as Percy Hedley & Northern Counties, though the vast majority attend in-county provision. Most special schools in Northumberland are based in the south east of the County.

### **Concessionary Travel Scheme**

- 14 Northumberland County Council participates in the government’s English National Concessionary Travel Scheme (ENCTS). The national scheme entitles pass holders who are resident in England to free off-peak travel (after 09:30) on local bus services throughout England. This scheme covers both disabled people and eligible older people.

# North East Combined Authority

## Transport North East Committee

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- 15 In addition to the national scheme entitlements Northumberland County Council also provides a number of local enhancements to the scheme, pass holders can travel from 09:00 onwards on journeys beginning in Northumberland. Northumberland is also one of a few Councils to provide companion passes to eligible disabled persons, companion passes allow an additional person to travel for free when accompanying a companion pass holder.
- 16 The costs of providing this scheme will exceed £4.6m for 2016/17. This represents a slight increase on the previous year's outturn. Passenger numbers have declined slightly partly due to a contracting supported bus network, but the budget has continued to increase due to fare increases which are expected to continue to exert an upward pressure on this budget going forward.

### **NESTI Smart Ticketing**

- 17 The main aims of the North East Smart Ticketing Initiative Project are the introduction of a Region wide smart ticketing infrastructure on all public transport and the introduction of a single smart payment method accepted on all forms of public transport across the region.
- 18 Pop PAYG: Is now accepted on all public transport modes and operators across Northumberland. All Payzone merchants across the Northumberland are able to undertake PAYG top up transactions and Purple Pop cards are available for sale at selected Payzone merchants.

### **Community Transport**

- 19 Community transport has a key role to play in the mix of transport solutions for Northumberland. Community transport is about providing flexible and responsive solutions to unmet local transport needs and often represents the only way in which particular user groups can access a range of essential services. Because community transport is regulated under different rules from 'conventional' bus services, it is particularly well placed to offer innovative solutions where commercial services are not available. As a result it can provide the connectivity needed to get to a range of destinations for otherwise isolated or excluded groups of people, helping to develop sustainable communities and contributing to social inclusion.
- 20 There are a range of Community Transport operators in Northumberland, some offering services without subsidy and support from the Council and others contracted by Northumberland County Council to deliver specific activities. As the commercial bus network continues to diminish in rural parts of Northumberland more emphasis will be given towards Community Transport solutions. Users of community transport include people of all ages, disabled

# North East Combined Authority

## Transport North East Committee

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people, unemployed people, people in communities that don't have access to public transport, children and young people as well as older people. Because community transport is embedded in the communities in which it operates, it is well placed to focus on very local needs and on one-to-one help, providing both choice and quality services.

- 21 Northumberland County Council is one year into a three year contract to provide a Northumberland wide Get-about Car Scheme. The car schemes are delivered by volunteers who drive their own cars in return for mileage expenses. It is a demand responsive, flexible and accessible transport service for individuals and groups who cannot access public transport, due to mobility, illness, infirmity or restricted access. Adapt (North East) Ltd operate the volunteer car scheme across Northumberland. The volunteer car drivers are subject to an Enhanced CRB disclosure. Service users contact Adapt (North East) Ltd to book a journey with the scheme co-ordinators organising the door to door journeys.

### **Hexham Bus Station**

- 22 In November 2016 the new £2.28 million bus station for Hexham at Loosing Hill was opened to the public.
- 23 Funding for the new development has come from Northumberland County Council, and includes a grant of £300,000 from the North East Rural Growth Network's Strategic Economic Infrastructure Fund.
- 24 The new bus station provides modern facilities for passengers including an enclosed waiting area, toilets, refreshments and travel information. There are also facilities for bus company staff. The bus station and site are owned by Northumberland County Council and managed by Go North East.

### **Passenger Information Services**

- 25 Since April 2016 Northumberland County Council has been in partnership with Nexus for the provision of passenger information services. As part of this agreement Nexus have delivered printed timetable information at over 1000 stops in Northumberland, alongside a fully managed digital information offering. This digital offering includes:
- LiveTravel Map in Northumberland to deliver Real time via smart devices and a direct link through from the QR / NFC tags installed in Northumberland.
  - Journey Planner and NaPTAN stop information will also be fully managed by Nexus on behalf of NCC.
  - This partnership also allows NCC to benefit from any enhancements to Nexus systems in future months and years.

# North East Combined Authority

## Transport North East Committee

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- 26 By entering into partnership with Nexus we will deliver accuracy and consistency of information, especially on cross boundary trips between Northumberland and Tyne & Wear, whilst also delivering a vast improvement on the previous NCC offering. In particular the inclusion of the Live Travel Map web-app where passengers can benefit from RTi at their fingertips is a step-change in passenger information delivery.

### **Passenger Focus**

- 27 In Autumn 2016 Northumberland County Council commissioned Passenger Focus to undertake a Bus Passenger Survey on our behalf. The results of the survey were encouraging with significant increases in most key metrics

Key Performance Measures	Northumberland County Council <b>2014</b>	Northumberland County Council <b>2016</b>
Overall experience: journey satisfaction	89%	92%
Punctuality	80%	80%
Journey Time	87%	88%
Value for Money	56%	56%

- 28 Northumberland County Council's overall journey satisfaction outturn compares favourably against past performance, and is evidence of the investment and improvements to the bus network made by both the operators and Northumberland County Council in what is a very challenging marketplace.



## North East Combined Authority

### Transport North East Committee

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**DATE:** 20 April 2017

**SUBJECT:** Capital Programme 2016/17 Update

**REPORT OF:** Chief Finance Officer

#### **EXECUTIVE SUMMARY**

This report provides the Transport North East Committee with a monitoring update on delivery of the 2016/17 Transport capital programme.

#### **RECOMMENDATIONS**

It is recommended that the Committee notes the content of this report.

# North East Combined Authority

## Transport North East Committee

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### 1 Executive Summary

- 1.1 This report provides the Transport North East Committee with the fourth monitoring update on the 2016/17 Transport capital programme. This is a requirement of the NECA constitution and is a function delegated to TNEC.
- 1.2 Details of the various elements making up the capital programme are presented in the narrative below with further detail in the appendices.
- 1.3 At the time of developing this report, figures to the year-end were not available. This report therefore presents the position at February 2017, and verbal updates can be provided on any significant changes at the meeting.

### 2 Background Information

- 2.1 At its meeting on 20 January 2016, the Leadership Board agreed a total capital programme for 2016/17 of which around £96m related to investment in Transport schemes.

### 3 Transport Capital Programme 2016/17

- 3.1.1 A summary of the Transport Capital Programme for 2016/17 is shown in the table below. The latest approved budget takes into account the outturn position for 2015/16 and any additional approvals during the year. As at February, expenditure is around £56.506m, or 61% of the latest approved programme, but is anticipated to be around £79.871m (or 85%) at the year end.
- 3.1.2 No funding will be lost as a result of any underspend against the approved budget. While it is important to maximise the outturn against the Local Growth Fund grant, (as described in section 3.2.3) there is no clawback of underspent grant and the resources will be available to fund expenditure in the next financial year. Nexus are also forecasting to be well within their targets (and have already surpassed the minimum spend requirement) in relation to Metro Rail Grant from DfT, so no grant funding will be lost in that regard either.

	Original Approved Budget	Latest Approved Budget	Expendit ure end Feb	Forecast 2016/17
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	2016/17 £m	2016/17 £m	2017 £m	£m
Local Growth Deal (Transport Schemes)	41.980	36.678	10.008	26.959
Metro Asset Renewal Programme	41.192	39.983	33.693	36.618
Nexus Non-Metro	0.650	0.930	0.318	0.630
Tyne Tunnels Capital Programme	0.000	1.743	1.377	1.902
Other Transport Grants*	12.362	12.638	11.110	12.638
<b>Total</b>	<b>96.184</b>	<b>91.972</b>	<b>56.506</b>	<b>78.747</b>

\*Less grant funding shown in other programme lines

### 3.2 Local Growth Fund Capital Schemes 2016/17

- 3.2.1 The total latest approved LGF programme for transport projects in 2016/17 totals £36.678m of Transport schemes. Forecast expenditure to the year end is £26.959m as set out in the table below:

<b>Scheme</b>	<b>Approval Status</b>	<b>2016/17 Approved Budget (£m)</b>	<b>2016/17 Forecast (£m)</b>
Lindisfarne Roundabout	Approved	2.509	3.635
Northern Access Corridor Ph 3 Stage 2	Business Case	3.780	1.654
Northern Access Corridor Ph 3 Stage 1	Approved	0.361	0.346
Local Sustainable Transport Fund Package	Approved	4.822	3.367
A19 employment corridor access improvements (North Tyne)	Approved	1.750	1.752
A191 junctions including Coach Lane and Tyne View Park	Approved	1.333	1.332
Newcastle Central Station to Stephenson Quarter – Stage 1	Approved	0.190	0.190
Newcastle Central Station to	Pipeline	2.810	-

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Stephenson Quarter – Stage 2			
A1056-A189 Weetslade roundabout improvements and A1-A19 link (A1058)	Approved	3.891	3.030
Scotswood Bridgehead – Stage 2	Business Case	2.160	0.611
Scotswood Bridgehead – Stage 1	Approved	0.139	0.139
South Shields Transport Hub – Stage 1	Approved	0.873	0.873
South Shields Transport Hub – Stage 2	Pipeline	-	0.897
Sunderland Low Carbon Zone	Approved	4.583	4.202
A1058 Coast Road	Approved	4.129	2.865
A167 Park and Ride corridor	Pipeline	0.500	-
Northern Access Corridor – Ph 2 Stage 2	Business Case	0.478	0.410
Northern Access Corridor – Ph 2 Stage 1	Approved	-	0.068
Horden Rail Station	Approved	0.750	0.300
A185/A194/A19 (The Arches)	Approved	0.720	0.510
A19 North Bank Tyne (Swans) – Stage 1	Approved	0.300	0.175
Blyth Cowpen Road	Approved	0.600	0.600
<b>Total</b>		<b>36.678</b>	<b>26.959</b>

- 3.2.3 At the end of February, a total of £10.008m had been drawn down by transport projects. This is clearly low against the current programme although has increased by £4m since the last report to the committee. Claims for the remaining payments relating to 2016/17 are due in March and April 2017.

The Chief Finance Officer is exploring options to maximise LGF expenditure in the current year, such as funding with Enterprise Zone works. A report was agreed by the Leadership Board on 21 March 2017 which gave approval to a block programme of up to £2m for Enterprise Zone works to be funded temporarily from LGF grant and then subsequently by business rate income.

### **3 Metro Asset Renewal Plan (ARP)**

- 3.3.1 The Leadership Board approved the Metro Asset Renewal Plan (ARP) capital programme for 2016/17 in January 2016 totalling £41.192m. This is the seventh year of Nexus' ambitious eleven year programme to renew the Metro network where investment is directed towards those assets where there is greatest need, according to both asset condition and a risk based approach that ensures future operational requirements are fully considered.
- 3.3.2 It is important that the approved budget for any particular year is seen in the context of the long term funding commitment from government where the following factors are a key feature of how Nexus delivers its renewal programme:-
- i. The approved budget is set with regard to the requirement from DfT that Nexus achieves at least a minimum level of expenditure and no more than a maximum level of expenditure in any one financial year (which for 2016/17 was set at £31.913m and £38.802m respectively). This requires the budget to be set at a level which is in excess of the maximum spending target given logistical and other planning processes associated with the delivery of around 100 individual projects (all of which are delivered, even if elements of them need to be carried forward into subsequent years);
  - ii. The flexible way in which grant funding can be vired between financial years with up to 10% being carried forward into the following year or 10% being brought forward from the following year; and
  - iii. The need for individual projects comprising the overall programme to deliver value for money.

The 2016/17 capital budget therefore included an over programming level of approximately 20%. As highlighted in the paragraph above, experience has shown that over-programming levels reduce during the course of the year as efficiencies are delivered and/or specific projects are re-phased in order that expenditure levels are contained within the agreed DfT funding envelope.

A key benefit of this approach is that it gives Nexus the ability to actively manage the scheduling and delivery of projects to drive efficiencies without a risk of falling below minimum expenditure levels. This includes obtaining procurement savings through consolidating packages of work to increase market interest and competitiveness, and ensuring that the necessary disruption to the Metro service is minimised (by avoiding key events and making best use of school holidays and lower patronage windows).

- 3.3.3 At the end of the twelfth of 13 periods (ending 4 March 2017), the Metro capital budget for the current year, has been revised from the initial level of £41.192m approved by the Leadership Board in January 2016 to £39.983m following subsequent approvals by Nexus' Corporate Management Team.

The reduction in the budget for this year is due to the re-profiling of individual projects, some of which were brought into the current year when the 2015/16 year was closed down, some of which have been moved into future years and some of which have been accelerated i.e. delivered earlier than previously planned. All of these movements in budget are within the context of the agreed three year programme. Examples include:

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- i. Rail Traffic Management projects, reflecting the need to re-schedule elements of the programme into future years in order to successfully deliver this complex project in conjunction with the radio project;
- ii. Radio, where the overall delivery programme is now revised following delays in finalising the detailed design which has had a consequential impact on completing works on site;
- iii. Track works carried out at Easter 2016 which were delivered in the prior year, 2015/16 to a greater extent than originally forecast;
- iv. Central Station works re-profiled from 2015/16 to 2016/17 to reflect the contractor's timescales and additional works required; and
- v. Other station works re-profiled from 2015/16 to 2016/17 following DfT funding reductions.

These examples reflect the dynamic nature of the programme and also helps ensure spending targets are achieved.

- 3.3.4 The £1.2m reduction between the original budget for 2016/17 and the latest budget for 2016/17 can be summarised as follows, with Appendix A showing the three year programme, 2016/17 to 2018/19:-

	£m
Re-phasing from 2015/16, increasing 2016/17 budget	8.2
Accelerated projects (from 2016/17 to 2015/16), reducing 2016/17 budget	(1.9)
Re-phasing from 2016/17 to future years, reducing 2016/17 budget	(12.7)
Accelerated projects (from 2017/18 to 2016/17), increasing 2016/17 budget	1.5
Other changes (largely proposed changes to financing of projects)	3.7
<b>TOTAL</b>	<b>(1.2)</b>

Table 1: movement between original budget and latest budget, 2016/17

- 3.3.5 Expenditure as at the end of Period 12 is £33.693m. This represents 106% of the £31.913m minimum expenditure level required by DfT for this financial year.

The latest forecast to the year end is now £36.618m; lower than budgeted largely because of reduced expenditure forecasts in the phasing of works relating to a number of projects in the current financial year together with anticipated efficiencies as unused risk contingency budgets at individual project level are handed back.

- 3.3.6 Therefore, any variation in expenditure against the revised budget that is not forecast to be incurred in the current year will be carried forward into the 2017/18 programme..

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3.3.7 To the end of the twelfth four week period of 2016/17, the following key projects have been progressed:

- The Newcastle Central Metro Station refurbishment is now complete.
- Major track renewals between Tynemouth and Northumberland Park is nearing final completion with residual drainage works to be undertaken overnight during in March, thereby ensuring there is no adverse impact on Metro customers
- Another package of major track renewals between St James and Chillingham Road Stations – partly in tunnel, is also nearing completion. Work was undertaken in consecutive weekends starting on 11<sup>th</sup> February. Residual works will again be completed overnight with no impact on Metro customers.
- Preliminary work is also underway for a third tranche of major track renewals between Northumberland Park and South Gosforth. The main works will be completed, together with the replacement of Killingworth Road Bridge between South Gosforth and Longbenton stations, in the school summer holidays later this year.
- The Railway Traffic Management System (RTMS) project continues to be on hold in order to accommodate dependencies with Radio infrastructure where design work is now complete together with substantial installation of equipment. The installation of Metrocar radio equipment and staff training is expected to commence in May 2017.
- Cullercoats, West Monkseaton, Monkseaton and Tyne Dock stations refurbishment works are in the design stage with works planned for next financial year.
- Whilst the designs for Four Lane Ends, Regent Centre and Chichester Stations are complete, works are not currently planned to be delivered within the current funding envelope. However, should funding become available, any of these projects could be progressed relatively quickly.
- Nexus continues to work together with South Tyneside Council and its developer, Muse in relation to the South Shields Transport Interchange where detailed design is now finalised.
- Preparation for the system wide renewal of the overhead line continues with the construction of a training environment at South Shields. All specialist plant and materials have been procured and survey work is progressing in advance of commencing renewal of the conductor wires in June 2017.

3.3.8 Over the final 4 four week period of 2016/17, the Metro cost loaded programme shows the following expenditure profile:

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	Year to Date	Period 13 Forecast
	£m	£m
In Period Spend		2.9
Cumulative Spend	33.7	36.6

3.3.9 The forecast expenditure for 2016/17 is financed as follows:-

	Latest Approved Funding 2016/17 £000	Projected Funding 2016/17 £000
<b>ARP</b>		
Metro Rail Grant (MRP)	31,821	31,821
Local Contribution 10%		
• Local Transport Plan (LTP)	2,640	2,640
• Reserves	896	896
Over-programming	3,111	335
<b>Total - ARP</b>	<b>38,468</b>	<b>35,692</b>
<b>Other Schemes<sup>1</sup></b>		
• Reserves/Other funding	1,515	926
<b>Total – Other Schemes</b>	<b>1,515</b>	<b>926</b>
<b>Total</b>	<b>39,983</b>	<b>36,618</b>

### 3.4 Nexus Non-Metro

3.4.1 The latest revised budget for 2016/17 is £0.930m, with forecast expenditure at £0.748m, as set out below:-

Nexus Non Metro Programme	Latest Approved Budget	Projected Outturn 2016/17	Period 12 Spend 2016/17
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<sup>1</sup> Other schemes include Killingworth Road Bridge, South Shields Station and Metro Maintenance and Renewals Skills Centre



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	2016/17		
	£000	£000	£000
Cycling	213	140	59
Real Time Gateway Project	261	254	183
Wi-Fi	61	17	8
Ferry works	395	219	68
<b>Total Nexus Non Metro</b>	<b>930</b>	<b>630</b>	<b>318</b>

3.4.2 A concession for the utilisation of Nexus communications infrastructure and the procurement of Wi-Fi facilities is due to commence in April 2017.

3.4.3 The repair to the ferry landings will continue into 2017/18 following a delay to the project start date. There is a legal requirement to obtain a Marine Management Organisation licence before any works are carried out on any river, including works to the North and South Shields ferry landings. The licence was granted on 3rd March with works commencing on 6th March. The works are anticipated to take approximately 8 to 9 weeks. This is a recent variation and was not reported within the previous TNEC report.

### 3.4.4 Non-Metro Capital Programme Financing

The following table sets out how the Nexus Non Metro capital programme for 2016/17 will be financed:-

	Latest Approved Funding 2016/17 £000	Projected Funding 2016/17 £000
<b>Grant</b>		
Local Transport Plan (LTP)	77	77
Local Sustainable Transport Fund (LSTF)	261	254
<b>Nexus Contribution</b>		
Reserves	526	236
Other	66	63
<b>Total</b>	<b>930</b>	<b>630</b>

## 3.5 Tyne Tunnels Capital Programme 2016/17

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	Original Approved Budget 2016/17 £m	Revised Budget 2016/17 £m	Expenditure to Feb 2017 £m	Projected Outturn 2016/17 £m
Tyne Pedestrian and Cyclist Tunnels	-	1.491	1.307	1.582
New Tyne Crossing	-	0.252	0.070	0.320
<b>Total Tyne Tunnels</b>	-	<b>1.743</b>	<b>1.377</b>	<b>1.902</b>

### 3.5.1 Tyne Pedestrian and Cyclist Tunnels

At the time of setting the capital programme in January 2016, no programme was set for the Tyne Tunnels. The revised budget for the year is based on the need to re-schedule delivery from the 2015/16 approved programme into 2016/17.

In September 2016, the Tyne and Wear Sub Committee recommended to the Leadership Board that the project budget be increased owing to difficulties encountered in relation to asbestos removal works and the main contractor entering Administration, with the total budget assessed at £11.92m, with a proposed increase to the risk contingency for the project of a further £0.3m, bringing the total revised budget to £12.22m, an overall increase of £2.89m. The revised budget has been included in the revised capital programme for 2016/17 and the 2017/18 and 2018/19 capital programme agreed by the Leadership Board on 17 January 2017.

The costs of the refurbishment works of the Tunnels will be met from the Tyne Tunnels Reserve, which currently stands at £27.1m. It is important to note that this reserve is ring-fenced for use on the tunnels only, so the additional budget approval was not to the detriment of any other transport projects or services in Tyne and Wear. The completion of the project is currently scheduled for Spring 2018.

Expenditure to February 2017 stood at £1.377m, with the projected outturn for the year now forecast to be £1.582m which is a slight increase on the figure reported to the Committee previously.

### 3.5.2 New Tyne Crossing

Approvals were given at the May 2016 meeting of the Leadership Board for the progression of easements with the Port of Tyne Authority and Virgin Media, and the contribution to the Tyne Rivers Trust for the Hexham Fish Pass. The associated costs which amount to £271k are expected to be paid by the end of the 2016/17 financial year and as a result the forecast outturn for the year is now higher than previously estimated, at £406k. There may be some costs remaining in 2017/18, such as professional fees and expenses associated with

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finalising legal agreements in relation to Bilton Hall Bridge, water ingress and land transactions.

### 3.6 Other Transport Grants 2016/17

3.6.1 LTP Integrated Transport Block grant is a flexible source of capital funding which is awarded to NECA by the DfT. This grant is provided to NECA's constituent authorities and Nexus, to deliver transport capital schemes, and is paid on a quarterly basis. In the case of Nexus, the grant provides match funding to the Metro Capital grant funding the Metro Asset Renewal Programme.

3.6.2 NECA acts as accountable body for the North East Smart Ticketing Initiative (NESTI) which is a programme of investment in smart ticketing infrastructure across the wider North East. The programme is delivered by Nexus and the works are funded by NESTI contributions held and managed centrally by NECA. This will be drawn down towards the year end.

	Original Approved Budget 2016/17 £m	Revised Budget 2016/17* £m	Feb 2017 £m	Projected Outturn 2016/17 £m
Local Transport Plan (less Metro ARP Local Contribution shown above)	11.309	11.685	10.681	11.685
North East Smart Ticketing Initiative	1.053	0.953	0.429	0.953
<b>Total</b>	<b>12.362</b>	<b>12.638</b>	<b>11.110</b>	<b>12.638</b>

\* The revision to the budget was to update the figures to include carried forward grant from 2015/16 which is permitted under the grant conditions.

## 4 Next Steps

4.1 The transport capital programme will be monitored for the remainder of the financial year and the outturn position reported following the year end.

4.2 Projects that have commenced this financial year but which might require re-scheduling into next financial year will still be delivered.

## 5 Potential Impact on Objectives

5.1 The report sets out the transport capital programme of the Combined Authority which supports the meeting of its objectives.

## 6. Finance and Other Resources

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- 6.1 The finance implications are set out in detail in the body of the report.

### **7 Legal**

- 7.1 The Authority has a duty to ensure it can deliver a balanced budget. The Local Government Act 2003 imposes a duty on an Authority to monitor its budgets during the year and consider what action to take if a potential deterioration is identified.

### **8 Other Considerations**

#### **8.1 Consultation/Community Engagement**

The Authority's capital programme for 2016/17 comprises previously approved budgets which were subject to consultation as part of the approval process.

#### **8.2 Human Rights**

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

#### **8.3 Equalities and Diversity**

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

#### **8.4 Risk Management**

Financial risks associated with the authority's activities, and actions taken to mitigate these, will be factored into strategic risk management processes for the Combined Authority.

#### **8.5 Crime and Disorder**

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

#### **8.6 Environment and Sustainability**

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

### **9 Background Documents**

- 9.1 Capital Programme 2016/17 – Leadership Board 19 January 2016  
Capital Programme Monitoring Update 2016/17 – TNEC 7 July 2016  
Capital Programme Monitoring Update 2016/17 Q2 – TNEC 3 November 2016  
Capital Programme Monitoring Update 2016/17 Q3 – TNEC 4 February 2017

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### **10 Links to Plans in the Policy Framework**

10.1 This report has no direct link to plans in the Policy Framework.

### **11 Appendices**

11.1 Appendix A – Metro Asset Renewal Plan

### **12 Contact Officers**

13.1 John Fenwick, Director of Finance and Resources, Nexus,  
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Eleanor Goodman, Principal Accountant,  
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### **14 Sign off**

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

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### Appendix A – Metro Asset Renewal Plan

Asset Category	Budgets					Forecasts			
	Original Approved Budget (DfT submission) 2016/17	Approved Programme 2016/17	Approved Programme 2017/18	Approved Programme 2018/19	Total Budget 2016/17- 2018/19	Period 12 Forecast 2016/17	Period 12 Forecast 2017/18	Period 12 Forecast 2018/19	Total Forecast 2016/17- 2018/19
	£000	£000	£000	£000	£000	£000	£000	£000	£000
Civils	1,715	1,706	1,363	432	3,501	1,311	1,775	2,328	5,413
Communications	3,650	3,206	3,195	2,018	8,420	3,083	3,381	2,208	8,671
Level Crossings	0	5	0	0	5	4	12	0	16
Mechanical & Electrical	335	282	480	80	842	167	355	280	802
Metro Cars	1,365	1,388	1,650	1,663	4,701	1,283	1,150	1,163	3,596
Miscellaneous	715	300	719	440	1,459	142	973	541	1,655
Project Management Costs	0	30	150	1,993	2,173	0	0	1,993	1,993
Inflation allowance	0	0	0	0	0	0	0	0	0
Overhead Line	3,650	3,108	3,945	3,366	10,419	2,513	3,871	2,904	9,288
Permanent Way	19,470	20,453	22,110	13,597	56,160	20,056	22,364	13,597	56,016
Plant	0	12	0	0	12	8	1	0	9
Power	0	405	0	0	405	297	99	0	395
Signalling	6,685	3,898	6,101	965	10,964	3,706	4,936	1,277	9,919
Stations	2,505	3,675	3,476	4,010	11,161	3,124	4,237	3,076	10,436
<b>Total ARP Programme</b>	<b>40,090</b>	<b>38,468</b>	<b>43,190</b>	<b>28,564</b>	<b>110,221</b>	<b>35,691</b>	<b>43,154</b>	<b>29,366</b>	<b>108,211</b>
Other Projects	1,102	1,515	4,310	1,796	7,620	926	4,548	1,563	7,038
<b>TOTAL</b>	<b>41,192</b>	<b>39,983</b>	<b>47,499</b>	<b>30,360</b>	<b>117,841</b>	<b>36,618</b>	<b>47,702</b>	<b>30,929</b>	<b>115,248</b>

## North East Combined Authority

### Transport North East Committee

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**DATE:** 20 April 2017

**SUBJECT:** Revenue Budget 2016/17 Update

**REPORT OF:** Chief Finance Officer

#### **EXECUTIVE SUMMARY**

This report provides the Transport North East Committee with an update in relation to the 2016/17 revenue budget, as at the end of February 2017. This is a requirement of the NECA constitution and is a function delegated to TNEC.

#### **RECOMMENDATIONS**

It is recommended that the Committee notes the content of this report.

# North East Combined Authority

## Transport North East Committee

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### **1 Executive Summary**

- 1.1 This report provides the Transport North East Committee with a progress update in relation to the 2016/17 revenue budget. This is a requirement of the NECA constitution and is a function delegated to TNEC. At the time of developing this report, figures for the year end were not available, however a verbal update of any significant changes will be provided at the meeting.
- 1.2 Whilst in overall terms net expenditure reported in the NECA accounts is forecast to be £171k over budget, this doesn't take into account the fact that the three transport delivery organisations, Nexus, Durham County Council and Northumberland County Council are each forecasting expenditure which cumulatively, is £1,448k lower than their combined revenue grant funding from NECA for the year. With the exception of the contributions agreed to fund transport related devolution expenditure, this surplus will be retained by the delivery agencies at the year end.

### **2 Background Information**

- 2.1 At its meeting held on 21 January 2016, the Combined Authority received a report from the Chief Finance Officer setting out the Authority's proposed base net budget for 2016/17 for Transport activity of £87,000k and total levies of £86,894k. This report provides an update to the Committee on expenditure to February 2017 and the forecast to the year end.
- 2.2 There are no significant changes to the overall position since the last report to the committee. Significant savings on transport delivery budgets in year are still forecast, with the three delivery agencies, Durham County Council, Northumberland County Council and Nexus all forecasting expenditure less than budget. Details are set out in sections 3.2, 3.3 and 3.4 below.
- 2.3 A smaller deficit than budgeted is forecast on the Tyne Tunnels revenue account. Financing charges will be lower than originally budgeted and this reduction is sufficient to offset the net impact of tolls revenue being lower than budget, in part compensated by a reduction in contract payments to the tunnels operator.
- 2.4 Within the NECA retained levy budget, forecast net expenditure to the year end is estimated to be £171k, slightly higher than the budget originally set for the year due to additional devolution costs relating to Transport. This is outlined in section 3.1.2 along with an explanation as to how these additional costs will be accommodated.



# North East Combined Authority

## Transport North East Committee

### 3. Revenue Budget Update – February 2017

#### 3.1 NECA Retained Levy Budget

- 3.1.1 This budget relates primarily to activity inherited from the former Tyne and Wear ITA, as well as the cost of external audit and servicing Transport Committees which relate to the whole NECA area. The majority of the budget (82%) relates to financing charges on historic supported borrowing debt. Additionally, there is budget provision to pay for support services, other supplies and services and a repayment to the Tyne Tunnels for use of its reserves in 2013/14 which enabled repayment of the former Tyne and Wear ITA's pension deficit, thereby generating ongoing savings to the Authority.
- 3.1.2 As set out in the previous report to this committee, net expenditure for the year is forecast to be slightly higher (£171k) than the original budget due to additional costs of Devolution activity relating to Transport and removal of £3k of interest on revenue balances. As agreed by the Leadership Board in November 2016, Devolution costs are to be funded by a combination of savings in Durham and Northumberland County Council transport budgets, release of transport reserves held in Tyne and Wear and release of an amount of contingency from the North East Smart Ticketing Initiative (which was agreed by ANEC in December 2016). Forecasts are set out in the table below.

	2016/17 Original Budget	2016/17 Forecast	Spend to date – Feb 2017	Variance – Budget vs forecast
	£000	£000	£000	£000
Service Level Agreement	245	235	181	(10)
External Audit	13	13	7	-
Members Allowances and Expenses	5	5	5	-
Conferences, Travel and Subsistence	3	1	1	(2)
Supplies & Services	22	18	16	(4)
Repayment to Tyne Tunnels	240	240	220	-
Financing Charges	2,098	2,062	1,890	(36)
Contribution to Transport Devolution Activity	110	387	387	277
Grant to Durham	15,435	15,414	14,130	(21)
Grant to Northumberland	6,329	6,293	5,769	(36)

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Grant to Nexus	62,500	62,500	57,292	-
<b>Total Expenditure</b>	<b>87,000</b>	<b>87,168</b>	<b>79,898</b>	<b>168</b>
Durham Levy	(15,440)	(15,440)	(14,153)	-
Northumberland Levy	(6,334)	(6,334)	(5,806)	-
Tyne and Wear Levy	(65,120)	(65,120)	(59,693)	-
Misc Income	(3)	-	-	(3)
<b>Total Income</b>	<b>(86,897)</b>	<b>(86,894)</b>	<b>(79,652)</b>	<b>(3)</b>
<b>Net Expenditure</b>	<b>103</b>	<b>274</b>	<b>(246)</b>	<b>171</b>

### 3.2 Durham

3.2.1 There have been no changes to the forecast position since the previous report to this committee. The latest forecast indicates that there will be a budget underspend of £36k for the year. The main reason for the reported variances (forecast outturn against original budget) is shown below:

- a) Subsidised Bus Services £51k under budget – this results from underspends on anticipated extra costs due to road works.
- b) Bus Shelters £36k over budget – this results from lower than anticipated advertising income.
- c) Passenger Transport Information £30k under budget – this results from underspends on computer budgets.

	<b>Original Budget</b>	<b>Forecast to Year end</b>	<b>Spend to Date – Feb 2017</b>	<b>Variance (Budget vs Forecast)</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Concessionary Fares	11,765	11,769	10,317	4
Subsidised Bus Services	2,822	2,771	2,306	(51)
Bus Stations	142	162	370	20
Bus Shelters	(13)	23	29	36
Passenger Transport Information	88	58	34	(30)
Staffing	631	616	539	(15)
Share of NECA Transport Costs	5	5	5	-
<b>Net Expenditure</b>	<b>15,440</b>	<b>15,404</b>	<b>13,600</b>	<b>(36)</b>

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### 3.3 Northumberland

3.3.1 There have been only very minor changes to the forecast position since the previous report to this committee. The latest forecast indicates that the year-end outturn will underspend by £199k. Northumberland County Council's two main areas of revenue expenditure are as follows:

- a) Subsidised Bus Services – As with Durham County Council and Nexus, Northumberland County Council supports a range of socially necessary bus services, mainly in the rural North and West but some in the more urban South East. The Council reviewed all contracts that did not offer value for money during 2015/16 and retendered some routes with alternative delivery models. A slight pressure remained within the budget but the unit worked with a major operator to reduce the subsidy on a major route.
- b) Concessionary Travel Scheme – Although claims from operators are made monthly all adjustments to reimbursement rates are made quarterly to ensure that operators are being reimbursed with an accurate overall rate. The budget is forecast to underspend by £203k as at 31 March 2017. An analysis of the passenger numbers for the current financial year has been undertaken and this indicates a decrease in usage based on the same period for 2015/16. Using this data and previous years' trends this results in the forecast underspend of £203k at the year end.

	<b>Original Budget 2016/17</b>	<b>Spend to date – Feb 2017</b>	<b>Forecast to Year end</b>	<b>Variance (Budget vs Forecast)</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Concessionary Fares	4,833	4,180	4,630	(203)
Subsidised Bus Services	1,303	1,137	1,307	4
PT Information	3	-	3	-
Staffing	190	174	190	-
Share of NECA Transport Costs	5	5	5	-
<b>Net Expenditure</b>	<b>6,334</b>	<b>4,491</b>	<b>6,138</b>	<b>(199)</b>

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### 3.4 Tyne and Wear – Nexus

#### 3.4.1 Base Budget 2016/17 Update

When approving Nexus' revenue budget for 2016/17, the Leadership Board approved use of £3.659m of reserves in order that Nexus could set a balanced budget. In doing so, the Leadership Board acknowledged the need for a review of Nexus' services so that savings could be made in the medium term, thereby negating the use of reserves in the future.

As reported to TNEC on the 3 November 2016, Nexus has critically examined its base budget requirement and identified several permanent reductions in its base position. The revised base position was therefore adjusted to £0.076m, a positive variation of £3.583m against the original base.

Since then, additional one-off budget increases totalling £0.306m have been approved by Nexus' Corporate Management Team. These costs are mainly in respect of emergency repairs to the ferry landing at South Shields. The revised 2016/17 budget deficit is therefore £0.382m as detailed below:-

	£m	£m
<b>Approved Budget</b>		3.659
Bus Secured Services	(1.800)	
ENCTS	(0.552)	
Employees	(0.583)	
High Voltage Power	(0.500)	
Business Change and Technology	(0.148)	(3.583)
<b>Base 2016/17 Budget Deficit</b>		<b>0.076</b>
Additional one-off pressures		0.306
<b>Revised 2016/17 Budget Deficit</b>		<b>0.382</b>

The above amendments to the Nexus base 2016/17 budget have all been previously reported to TNEC on the 17 January 2017.

#### 3.4.2 Forecast 2016/17 Update

In the previous report to TNEC, outlining the position as at period 9 of 2016/17, Nexus forecast a surplus on its revised budget before taxation of £0.667m.

The revised forecast outturn for 2016/17 as at the end of period 12 (4 March 2017) is a surplus on its revised budget before taxation of £1.448m, a positive variation against the approved budget of £1.830m.

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The change in the forecast between period 9 and 12 is £0.781m. The current forecast against budget is detailed below, with explanations of variations, including changes since period 9, following the table:

<b>Service Area</b>	<b>Net Budget £m</b>	<b>Net Forecast £m</b>	<b>Variation £m</b>
ENCTS	36.431	35.905	(0.526)
Discretionary CT	4.062	4.200	0.138
Metro	2.843	2.757	(0.086)
Ferry	1.524	1.469	(0.055)
Local Rail	0.202	0.164	(0.038)
Bus Services	12.447	12.311	(0.136)
Bus Infrastructure	2.452	2.304	(0.148)
Public Transport Information	1.572	1.661	0.089
Major Projects	1.349	0.281	(1.068)
<b>TOTAL NET REQUIREMENT</b>	<b>62.882</b>	<b>61.052</b>	<b>(1.830)</b>
<b>NECA GRANT (LEVY)</b>	<b>(62.500)</b>	<b>(62.500)</b>	<b>0.000</b>
<b>DEFICIT / (SURPLUS)</b>	<b>0.382</b>	<b>(1.448)</b>	<b>(1.830)</b>

The variations between the forecast and the budget in the table above are due to the following:-

- **ENCTS** – In addition to the savings identified as part of the base review, it is now considered that further savings will be achieved during the financial year as a result of passenger boardings in 2016/17 being less than the target agreed with the bus operators.
- **Discretionary Concessionary Travel** – Income from the renewal of Under 16 passes is forecast to be significantly lower than budget at the year-end due to a reduction in the numbers of passes being replaced.
- **Metro** – It is now expected that performance penalties levied on the Metro Operator (DBTW) will be £0.400m in excess of the budget. In addition High Voltage Power savings of £0.300m have been forecast within 2017/18. This saving is a result of a reduction in the unit cost of electricity this financial year and a rebate received in respect of costs incurred during 2015/16. This is a recent variation and was not reported within the previous TNEC report.
- **Ferry** – The repair to the ferry landings will continue into 2017/18 following a delay to the project start date. There is a legal requirement to obtain a Marine Management Organisation licence before any works

are carried out on any river, including works to the North and South Shields ferry landings. The licence was granted on 3rd March with works commencing on 6th March. The works are anticipated to take approximately 8 to 9 weeks. This is a recent variation and was not reported within the previous TNEC report.

- **Local Rail** – The level of direct rail grant received is higher than budget as a result of inflation rate variations since the budget setting process.
- **Bus Services** – Some previously secured services have been subsumed into commercial services within the year and therefore the net cost of these services is no longer incurred by Nexus.
- **Bus Infrastructure** – Savings are expected in the reactive maintenance and cleaning contracts.

### 3.4.3 Redundancy costs

A minor reorganisation will deliver employee budget savings in excess of £0.800m from 2017/18. In order to accommodate this, a one off cost of £0.300m will be incurred in relation to voluntary redundancies.

Whilst this cost has been included within the Net Forecast in the table in paragraph 3.5.2 above, it is a cost that is charged as an overhead to the service areas reported within the table.

### 3.4.4 Metro Fare Revenue

The Metro revenue figure represents sales of Metro products and revenue from third party sales (e.g. Network Ticketing Limited).

Whilst sales of Metro products are now expected to exceed budget, Nexus' share of revenue generated from third party sales has consistently been below budget all year.

The latest forecast indicates that total i.e. combined Nexus and third party, fare revenue is now likely to exceed the overall budget for the year. Whilst this is likely to be in the order of £0.700m, further work needs to be done in order to arrive at a more accurate assessment; this therefore hasn't yet been included in the year end forecast.

### 3.4.5 Major Projects, Metro Futures and Transition

Within the 2016/17 approved budget is a provision for Major Projects of £1.349m, as shown in the table in paragraph 3.4.2. This budget was intended to part fund Nexus' contribution to several projects; the Metro Maintenance and Renewals Skills Centre, South Shields Interchange Project and the NTL

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Smart project. However, only £0.281m is anticipated to be expended this financial year leaving an under spend of £1.068m.

Also within the 2016/17 approved budget is a provision for £1.000m for Metro transition and the development of the 'Futures' programme (with any expenditure in excess of this provision, particularly relating to the 'Futures' programme planned to be funded from reserves). Expenditure in relation to Transition is expected to be £0.372m whilst expenditure in relation to Metro Futures is expected to be £1.243m. A total £1.615m is therefore forecast against a budget of £1.000m.

Given the anticipated underspend against the Major Projects budget referred to above, it is possible to fund the £0.615m which would have previously needed to be funded from reserves from the overall revenue budget.

Spending commitments in relation to the Metro Maintenance and Renewals Skills Centre, South Shields Interchange Project and NTL smart which will carry into future years will now be met from reserves.

### 3.5 Tyne Tunnels

3.5.1 The Tyne Tunnels are accounted for as a ring fenced account within the NECA budget, meaning that all costs relating to the tunnels are wholly funded from the tolls and Tyne Tunnels reserves, with no call on the levy or government funding at all. The budget for 2016/17 has been revised to reflect a decrease in traffic levels in recent months compared to the forecast position, which has coincided with ongoing works being carried out by the Highways Agency at the Coast Road and A19 Junction, and the completion of works on the A1.

3.5.2 The forecast for tolls income has been further reduced from £28.775m to £28.040m, as further reductions in traffic levels have occurred over the past couple of months. For NECA, the reduced tolls income is offset by lower contract payments to the tunnels operator, TT2 Ltd, since their payments are determined by actual traffic levels. The forecast deficit for 2016/17 is now estimated to be around £120k, a slight decrease compared to the last report, which is due to additional income being received. This forecast deficit is significantly lower than the original budgeted deficit of £289k, with the main reduction due to savings on financing charges as set out in earlier reports. This deficit will be met from Tyne Tunnels reserves.

	<b>2016/17 Original Budget</b>	<b>2016/17 Forecast</b>	<b>Spend to Date – Feb 2017</b>	<b>Variance (Budget v Forecast)</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>

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<b>Income</b>				
Tolls	(29,243)	(28,040)	(26,080)	(3,163)
Interest / Other Income	(200)	(146)	(146)	54
Repayment from TW Transport reserve	(240)	(240)	(220)	-
<b>Expenditure</b>				
Contract Payments	22,277	21,294	19,423	2,854
Employees	37	37	32	-
Pensions	58	52	47	(6)
Support Services	90	90	25	-
Supplies & Services	35	30	24	(5)
Community Fund	10	-	-	(10)
Financing Charges	7,465	7,043	6,419	(422)
<b>Net (Surplus)/Deficit</b>	<b>289</b>	<b>120</b>	<b>(656)</b>	<b>(169)</b>
<b>Contribution to/(from) Tunnels reserve</b>	<b>(289)</b>	<b>(120)</b>	<b>656</b>	<b>169</b>
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

### 4 Next Steps

- 4.1 The transport revenue budget will be monitored for the remainder of the financial year with the next update reported to the committee at its scheduled meeting in April 2017.

### 5 Potential Impact on Objectives

- 5.1 The report sets out the transport revenue budget of the Combined Authority which supports the meeting of its objectives.

### 6 Finance and Other Resources

- 6.1 The finance implications are set out in detail in the body of the report.

### 7 Legal

- 7.1 The Authority has a duty to ensure it can deliver a balanced budget. The Local Government Act 2003 imposes a duty on an Authority to monitor its



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budgets during the year and consider what action to take if a potential deterioration is identified.

### **8 Other Considerations**

#### **8.1 Consultation/Community Engagement**

The Authority's revenue budget for 2016/17 comprises previously approved budgets which were subject to consultation as part of the approval process.

#### **8.2 Human Rights**

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

#### **8.3 Equalities and Diversity**

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

#### **8.4 Risk Management**

Financial risks associated with the authority's activities, and actions taken to mitigate these, will be factored into strategic risk management processes for the Combined Authority.

#### **8.5 Crime and Disorder**

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

#### **8.6 Environment and Sustainability**

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

### **9 Background Documents**

#### **9.1 Revenue Budget 2016/17 – Leadership Board 19 January 2016**

### **10 Links to Plans in the Policy Framework**

#### **10.1 This report has no direct link to plans in the Policy Framework.**

### **11 Appendices**

#### **11.1 n/a**

### **12**

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### 13 Sign off

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