

Transport North East Committee

Friday, 26th February 2016, following the conclusion of the Transport North East (Tyne and Wear) Sub-Committee (approximately at 2.30 pm)

Meeting to be held in a Committee Room, Civic Centre, Regent Street, Gateshead, NE8 1HH

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AGENDA

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. | Minutes of the Previous Meeting | 1 - 6 |
| 4. | Rail Update | 7 - 16 |
| 5. | Transport for the North update | 17 - 24 |
| 6. | Securing investment for Metro and Local Rail | 25 - 30 |
| 7. | Transport Integration | 31 - 38 |
| 8. | The future of the A1(M) | 39 - 44 |
| 9. | Smart Ticketing Update | 45 - 50 |
| 10. | Local Sustainable Transport Fund Delivery in the NECA area | |

Members are requested to note the intention to circulate the above report on a supplemental agenda in accordance with the provisions of the Local

Government (Access to Information) Act 1985

11. **Capital Programme Monitoring Report**

Members are requested to note the intention to circulate the above report on a supplemental agenda in accordance with the provisions of the Local Government (Access to Information) Act 1985

12. **Revenue Budget Monitoring Report**

Members are requested to note the intention to circulate the above report on a supplemental agenda in accordance with the provisions of the Local Government (Access to Information) Act 1985

13. **Transport Manifesto for the North East**

51 - 80

14. **Date and Time of Next Meeting**

Thursday, 28 April 2016, following the conclusion of the Transport North East (Tyne and Wear) Sub-Committee, at Newcastle Civic Centre.

Contact Officer: Victoria Miller Tel: 0191 211 5118 E-mail: victoria.miller@northeastca.gov.uk

To All Members

North East Combined Authority

Transport North East Committee

24 November 2015

Meeting held Durham County Council, County Hall, Durham, DH1 5UQ

Present:

Councillor: Forbes (Chair)

Councillors: Foster, Gallacher, M Green, Hepple, Hobson, McCarty, McElroy, Mordey, Speding, Tomlinson and West

14 APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor S Green.

15 DECLARATIONS OF INTEREST

There were no declarations of interest.

16 MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting, subject to the inclusion of Councillor M Mordey in the attendance list as present for a part of the meeting, were approved as a correct record and signed by the Chair.

17 APPOINTMENT OF VICE CHAIR OF TRANSPORT NORTH EAST (TYNE AND WEAR) SUB-COMMITTEE

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

Members considered the report which invited them to formally appoint Councillor G Hobson as the Vice-Chair of the Transport North East (Tyne and Wear) Sub-Committee.

RESOLVED – That Councillor Gladys Hobson be appointed as the Vice-Chair of the Transport North East (Tyne and Wear) Sub-Committee.

18 TRANSPORT MANIFESTO FOR THE NORTH EAST

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

Members considered the report which provided the latest version of the Transport Manifesto for the North East, sought Members' approval to go out to public

consultation and set out an indicative timescale for the subsequent production of the full Transport Plan for the North East.

In welcoming the report Members raised the following matters:

- the benefits of relocating the “What is Transport North East?” section earlier in the document;
- the importance of consultation with rural communities;
- the importance of appreciating the differences between potential transport solutions for urban and rural areas;
- the importance of inclusion of the issue of connectivity to Scotland;
- the need for revised timescales in relation to the consultation period, with a view to extend it;
- in the light of the budgetary constraints the importance of being careful when setting out promises that might prove difficult to achieve;
- the importance of ensuring that any focus on the development of Newcastle Airport was not to the detriment of Durham Tees Valley Airport;
- the document should be available in different formats to ensure accessibility; and
- the importance of a briefing for Members at further stages.

RESOLVED – That:

- i. Members’ comments be noted and addressed;
- ii. Delegated authority be given to the Chair to sign-off the final version of the document;
- iii. Public consultation be undertaken on the Transport Manifesto; and
- iv. The timescale for the production of the Transport Plan be noted.

19 **TRANSPORT FOR THE NORTH**

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

Members considered the report which provided an update on the Transport for the North programme. As a further update, Members noted the developments in relation to working more closely with Transport Scotland. Members also noted the significance of the detail in the forthcoming Spending Review and Autumn Statement 2015.

The ensuing discussion focused on the subject of freight, including the need for further discussions involving local authorities and Transport for the North on the network of routes for freight to ensure an effective infrastructure for servicing ports in the NECA area, particularly given the lack of capacity in the rail network.

RESOLVED – That the report be noted.

20 DRAFT BUDGET 2016/17 AND TRANSPORT LEVIES

Submitted:

(i) A report of the Chief Finance Officer (previously circulated and copy attached to Official Minutes); and

(ii) A revised table for Table 1 at paragraph 2.10 (previously circulated and copy attached to Official Minutes).

Members considered the report which provided information about the draft transport budgets and transport levies for 2016/17.

During the introduction of the report, the Chief Finance Officer made references to the key issues arising, including the following:

- the potential cuts to the revenue budget as a result of the austerity measures
- the positive news in relation to capital investments and the devolution agenda;
- the potential reductions in the transport levies;
- pressures on discretionary services; and
- the provisional timetables in relation to setting the budget, including in relation to devolution.

In discussion, the following points were made:

- It was confirmed that Members would be fully engaged in the forthcoming strategic review of the funding for transport, which also would be subject to a wider consultation at appropriate stages. In response to a Member's question, it was confirmed that the review would include matters such as the use of reserves and proposals in relation to the Tyne Ferry.
- Clarification was provided on the provisional position in relation to the Metro Rail Grant and Grant to Nexus.
- A discussion took place about the importance of making difficult decisions early to avoid the escalation of the impact of any delays, whilst allocating sufficient time for consultation.
- Members commented on the disappointing opinion given in relation to the proposed Quality Contracts Scheme by the Quality Contracts Scheme Board.
- Clarification was provided on the use of the Tyne and Wear reserves, including the previous decision of the former Tyne and Wear Integrated Transport Authority to use the reserves to temporarily support concessionary travel whilst identifying efficiency savings elsewhere.
- It was confirmed that the Tyne and Wear reserves did not include Metro
- Clarification was provided on the position in relation to the funding for Metro.
- The Chair expressed concern that some issues relating to transport functions in Northumberland, Durham and Tyne and Wear were still being considered separately, rather than on an integrated basis across the Combined Authority as a whole. Members noted the importance of the creation of the North East Combined Authority as a single transport authority, a single legal entity, including for the purposes of allocation of future funding by the government and in respect of exercising new powers as part of the devolution agenda. It

was noted that integration would need to protect the relative financial position of the constituent authorities.

RESOLVED – That:

- i. The report be noted;
- ii. A progress report, inclusive of timetables, be provided to a future meeting;
- iii. The overall transport net revenue budget of £86.7m proposed for 2016/17 as set out in section 3 be noted;
- iv. The transport levies for 2016/17 outlined in section 4 of this report be recommended for consideration by the NECA Leadership Board in January, taking into account any comments that might be received from the budget consultation; and
- v. A report be provided to the next meeting of the Committee setting out proposals to ensure the closer integration of transport services between the constituent local authorities.

21 CAPITAL PROGRAMME 2015/16 UPDATE

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

Members considered the report which provided a financial monitoring update on the delivery of the 2015/16 transport capital programme. As an update, it was noted that the £19m figure in paragraph 1.3 should be amended to read £12.3m.

The ensuing discussion focused on the position in relation to the capital spending in 2015/16, the importance of effective scrutiny of programmes, potential future opportunities presented by devolution, the Spending Review and Autumn Statement 2015 and the need for clarity in relation to resources that would be devolved to ensure that local authorities were not at disadvantage as a result of the new funding allocation arrangements.

Members noted the complexity of the process to deliver projects at district level, the likelihood of future opportunities for identifying further projects as part of devolution and the importance of working at all levels to ensure delivery of the capital schemes.

Member also noted the position in relation to the timetables of the works to strengthen bridges in South Tyneside.

RESOLVED – That the report be noted.

22 REVENUE BUDGET 2015/16 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 2015/16 transport-related revenue budget.

RESOLVED – That the report be noted.

23 **DATE AND TIME OF NEXT MEETING**

Friday, 26 February 2016, following the conclusion of the Transport North East (Tyne and Wear) Sub-Committee.

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North East Combined Authority

Transport North East Committee

DATE: 26 February 2016

SUBJECT: Rail Update

REPORT OF: Managing Director (Transport Operations)

EXECUTIVE SUMMARY

The purpose of this report is to:

- i.. Introduce a presentation by David Hoggarth, Director of Rail North, on the governance and delivery arrangements for Rail North Ltd (RNL) and the Association of Rail North Partner Authorities.
- ii. Provide a summary of the process to form these two bodies
- iii. Update members on new announcements and other developments affecting the rail network within the North East Combined Authority area, as well as rail links from the region to other areas of the United Kingdom.

RECOMMENDATIONS

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

North East Combined Authority

Transport North East Committee

1 Background Information

- 1.1 There are a range of rail initiatives, funding and franchise announcements under way, at both a regional and national level. This report is intended to update Members on these developments.
- 1.2 The report does not cover the rail elements of the Transport for the North programme, as this is the subject of a separate agenda item.

2 New Northern and TransPennine Express franchises

- 2.1 The DfT has announced the award of the Northern franchise to Arriva Rail North Limited, and the TransPennine Express franchise to First Trans Pennine Express Limited. Both will commence in April 2016.
- 2.2 The new franchises will deliver some important improvements, including 2,000 extra services a week across the North of England, significantly more capacity at peak times, extra investment in stations and new 125 mph trains on the TransPennine route. The infographic attached at Appendix A contains key highlights offered in the new franchises for the North East, which feature more frequent services on many routes across our area, strengthening connectivity between towns and cities within the North East and to major cities in the North of England and Scotland.
- 2.3 Rail users in this region will particularly welcome the commitment to remove the unpopular “Pacer” fleet of trains from the network by 2020, replacing them with higher-quality refurbished vehicles. It is also proposed to introduce an hourly Carlisle – Newcastle – Middlesbrough “Northern Connect” service from 2019, and for the number of TransPennine services to increase to two per hour – one of which will continue to Edinburgh.
- 2.4 A number of issues remain unclear and we will be taking these up with the new franchise operators through Rail North and the North East Rail Management Unit. The most important of these is the routing of the new “Northern Connect” service, which we also wish to see using the Durham Coast line to improve connectivity and service frequencies.
- 2.5 Further information about Rail North and the new North East Rail Management arrangements is given under section 3 below.

North East Combined Authority

Transport North East Committee

3 North East Rail Management Arrangements

- 3.1 The presentation by the Director of Rail North summarises the work done with partner authorities to develop the concept, strategy and governance arrangements to facilitate greater regional influence over rail franchises.
- 3.2 In September 2014 the Leadership Board gave its agreement in principle that the NECA should become a member of both Rail North Ltd (RNL) and the Association of Rail North Partner Authorities and authorised the Monitoring Officer to make arrangements to permit the NECA's membership of both organisations.
- 3.3 As outlined in section 2 above, RNL and the Association have had a major influence on the specification for the two new rail franchises for Northern Rail and Trans Pennine Express, which will begin operating in April 2016.
- 3.4 Rail North achieved this by working jointly and collaboratively with DfT during the design and procurement phase of the new franchises, and has since entered into a formal Partnership Agreement to underpin a joint approach to franchise management. This agreement will see the new franchises managed from the North of England for the first time, with Rail North appointed officers populating the executive structure.
- 3.5 In parallel, Rail North has taken steps to evolve from an informal grouping of LTAs to a formalised organisation with robust governance structure. A local government association, the 'Association of Rail North Partner Authorities', and a company limited by guarantee, 'Rail North Limited', have both been established. A graphic illustrating how these bodies are integrated into franchise management is attached at Appendix B.
- 3.6 In January 2016 the Leadership Board formally decided to enter the Rail North Members Agreement, and nominated the Thematic Lead for Transport to represent the NECA on the Leadership Board of the Association and Board of Rail North Ltd.
- 3.7 Within the new Northern franchise a complementary regional franchise management body within the wider Rail North structure will also be established. The North East Rail Management Unit (NERMU) will comprise the NECA, along with the five Tees Valley LTAs, North Yorkshire and Cumbria County Councils – the entire geography of the North East's Northern Rail services.

North East Combined Authority

Transport North East Committee

4 Network Rail's Long Term Planning Process

- 4.1 In September 2016, Network Rail will present their Initial Industry Plan for investment in the rail network during their next Control Period, which will run from 2019 until 2024.
- 4.2 To inform this Plan, Network Rail will conduct a series of planning exercises, called 'Route Studies', to determine where investment is required and how this investment should be distributed to secure maximum value for money.
- 4.3 Each of these Route Studies will consider different parts of the British rail network. The East Coast Main Line will be subject to its own Route Study, as will the local routes within North East England (those within the North East rail geography defined in paragraph 3.1 above). Scotland is subject to its own Route Study across its geography. The outputs of these Studies are prioritised against those from other Studies around Great Britain, to populate the Initial Industry Plan.
- 4.4 Each Route Study has an officer-level governance structure facilitating input from train operating companies, service funders and local stakeholders into the planning process. The North East Combined Authority has been invited to participate in this governance structure for both the East Coast Main Line and North East England Route Studies. In addition, Nexus have been invited to participate in the North East Route Study in their capacity as service funder of the Tyne and Wear Metro.
- 4.5 Officers will use this opportunity to advocate investment in rail infrastructure throughout the North East, to accommodate future demand, improve journey times and develop connections, in accordance with the recommendations of the North East Rail Statement.
- 4.6 The draft Route Study for Scotland has been published and is available for consultation until the 10th of March 2016. North East Authorities have an interest in the section of the East Coast Main Line north of Berwick-Upon-Tweed and routes in the west of Scotland allowing onward travel from Carlisle.
- 4.7 The improvements proposed on the East Coast Main Line in this section are junction enhancements at Portobello and Slateford, modifications at Edinburgh Waverley station (to the Eastern Approach and Platform lengthening) and loops at Drem Station and Grantshouse.
- 4.8 There are further improvements proposed on Edinburgh Suburban routes which would improve access between the East Coast Main Line and West Coast Main Line and gauge enhancements between Carstairs and Grangemouth which will improve access for freight services in this area of southern Scotland.

North East Combined Authority

Transport North East Committee

- 4.9 Nexus, on behalf of the North East Combined Authority will be responding to this Route Study.

5. Landslip at Prudhoe

- 5.1 The section of the Tyne Valley line between Prudhoe and Hexham was closed for a month between 7th January and 8th February, following a landslip between Corbridge and Riding Mill in the Farnley area. During the closure period, Councillor Nick Forbes, the Chair of this Committee, wrote to Mark Tarry, Network Rail's route managing director, stressing the need to restore services as rapidly as possible.

- 5.2 Councillor Forbes' letter emphasised:

- The significance of the Tyne Valley line as a crucial piece of the region's infrastructure, both for freight and passenger services.
- The importance of the route as an important commuter route into Newcastle and Sunderland it being the only public transport connecting communities throughout the Tyne Valley, as well as offering a sustainable travel option to the Metrocentre in Gateshead.
- That as a freight route the line supports ports in the region as well as drawing capacity away from the very busy East Coast and Durham Coast routes.

- 5.3 Although It was accepted that the landslip was an exceptional event, Councillor Forbes sought firm assurances from Network Rail that everything possible was being done to restore services as soon as possible, and that they were working with train operating companies and Nexus to keep them informed of progress and minimising the impact on passengers. We welcome the fact that the line has now re-opened and note that Northern Rail is offering a compensation deal to customers using the route, including discounts on single, return and season tickets.

6. Next Steps

- 6.1 NECA officers will continue to make the case to central government for more investment in the region's rail network as well as working with the rail industry to secure improved services and to restore disrupted rail services as soon as possible. The Managing Director (Transport Operations) will advise members of reporting arrangements related to Rail North going forward.

7 Potential Impact on Objectives

- 7.1 Securing improved rail services to, from and within the region as well as progress on delivery of Rail North's strategic objectives will assist the Combined

North East Combined Authority

Transport North East Committee

Authority in delivering its objective to maximise the area's opportunities and potential.

8 Finance and Other Resources

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

9 Legal

9.1 There are no legal implications arising directly from this report.

10 Other Considerations

10.1 Consultation/Community Engagement

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

10.2 Human Rights

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

10.3 Equalities and Diversity

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

10.4 Risk Management

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

10.5 Crime and Disorder

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

10.6 Environment and Sustainability

Success in improving the region's rail network and encouraging modal shift from car or air to rail will assist the Combined Authority in achieving a more sustainable transport system for the region.

11 Background Documents

11.1 None.

12 Links to the Local Transport Plans

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

North East Combined Authority

Transport North East Committee

13 Appendices

- 13.1 Appendix A: A graphic showing key benefits from the new Northern and Trans Pennine franchises in the North East Combined Authority Area.
- 13.2 Appendix B: A graphic showing management arrangements for the new franchises, incorporating Rail North.

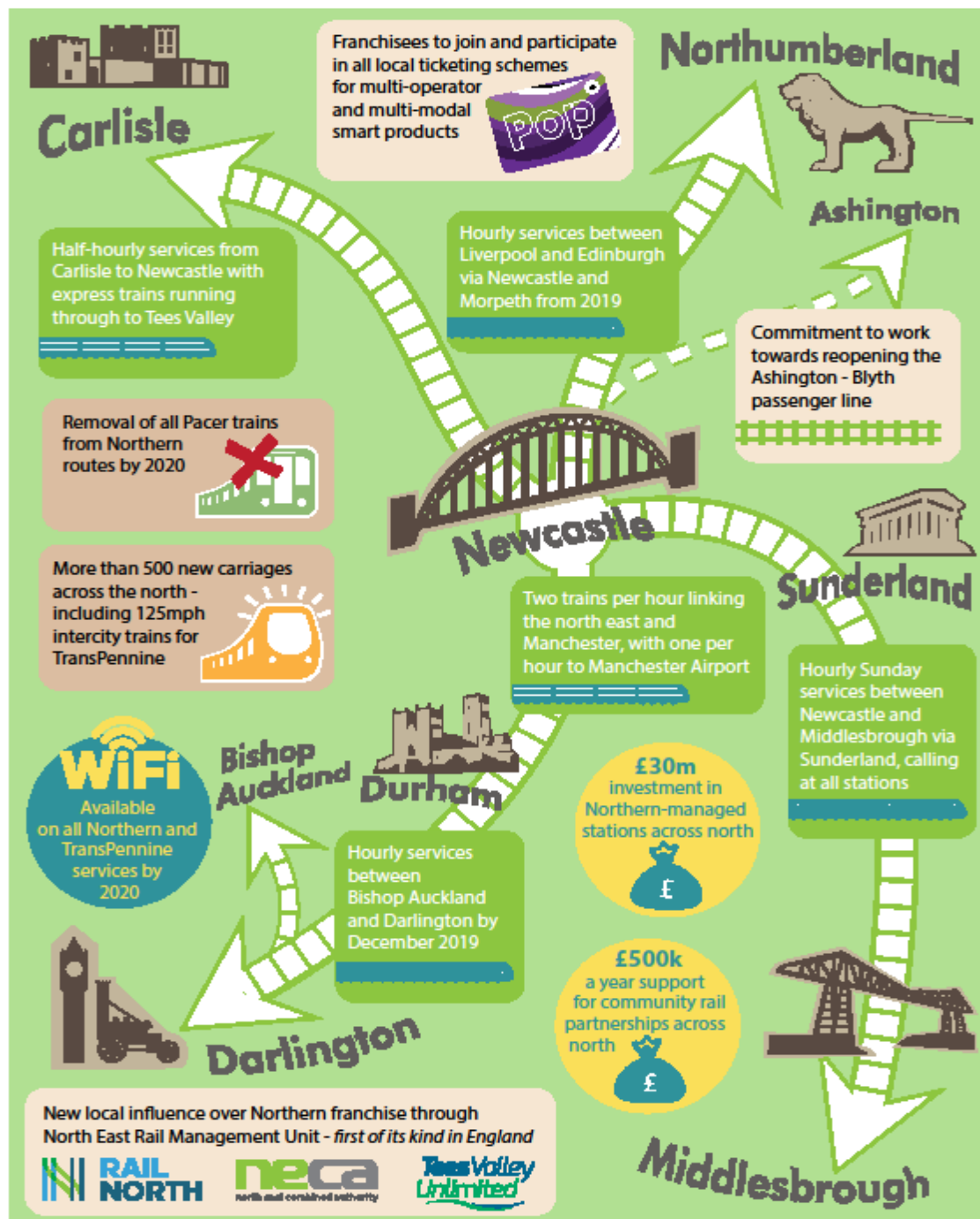
14 Contact Officers

- 14.1 Tobyn Hughes, Managing Director (Transport Operations)
Tobyn.hughes@nexus.org.uk 0191 203 3203

15 Sign off

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

Appendix A – Benefits of new franchises for the North-East

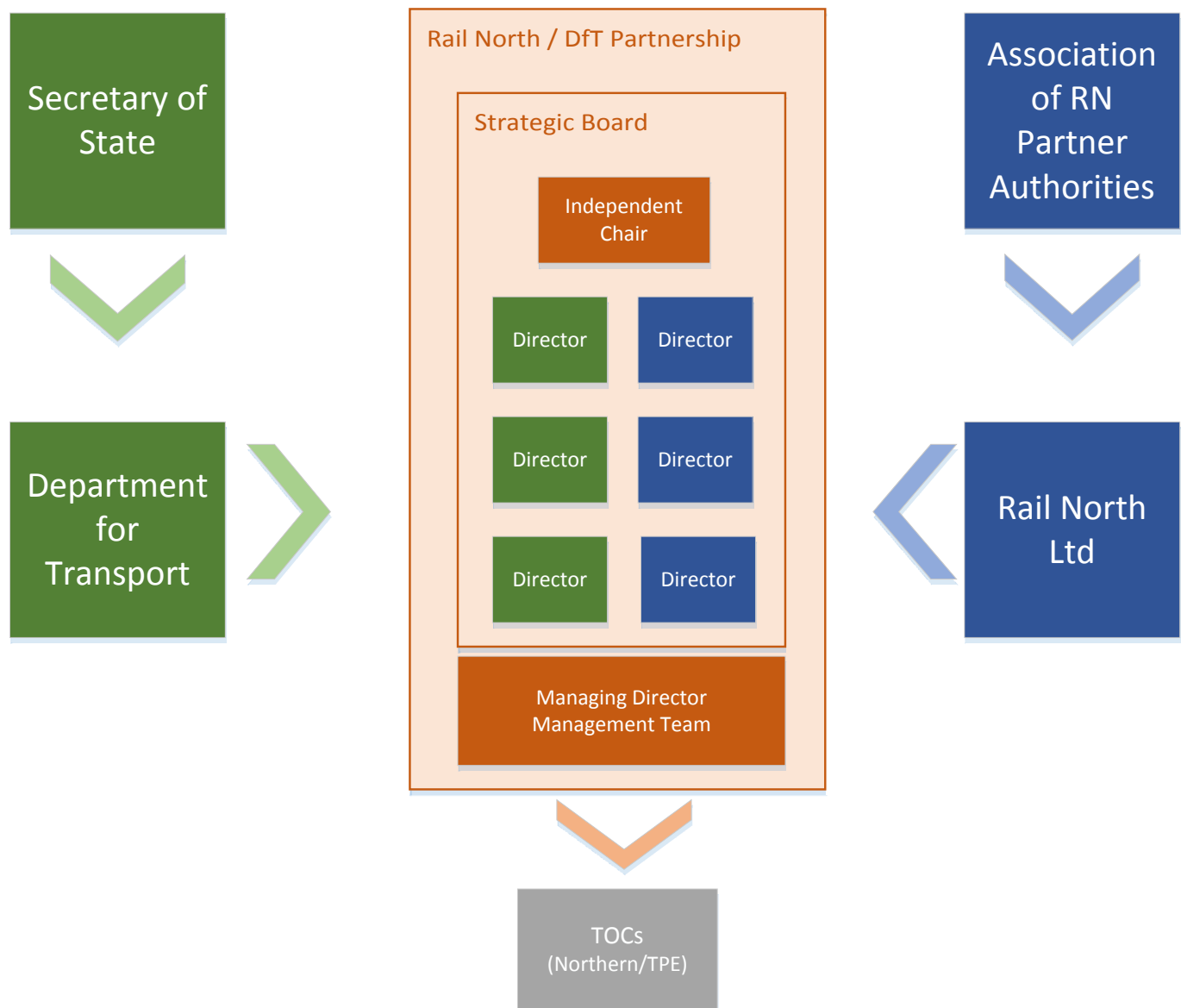


NEW RAIL FRANCHISES FOR NORTHERN ENGLAND

North East Combined Authority

Transport North East Committee

Appendix B - Rail North management arrangements



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North East Combined Authority Transport North East Committee

DATE: 26 February 2016

SUBJECT: Transport for the North update

REPORT OF: Chief Executive Officer for Transport

EXECUTIVE SUMMARY

Following the reports presented to previous meetings, this report provide members with a further update on the Transport for the North programme.

RECOMMENDATIONS

It is recommended that the Committee notes this report.

North East Combined Authority

Transport North East Committee

1. Background Information

- 1.1 Members will recall that Transport for the North (TfN) aims to transform connectivity between the large city regions of Northern England in order to deliver what has become known as the 'Northern Powerhouse'.
- 1.2 A Northern Transport Strategy report titled "The Northern Powerhouse: One Agenda, One Economy, One North" was published on 20th March 2015. In response to our strong regional advocacy, the report recognises the strategic economic significance of our key transport links - Newcastle International Airport, the Port of Tyne, the East Coast Main Line and the A1/A19.

2. Governance

- 2.1 Since the last report, John Cridland, the former Director-General of the CBI, has been appointed as Chair of TfN.
- 2.2 The Cities and Local Government Devolution Act, which became law on 28th January 2016, includes amendments that pave the way for a new statutory basis for TfN, enabling the north of England to draw down powers and resources from central government to deliver improvements to transport across the region. NECA will be asked to give its consent, in due course, to becoming part of Transport for the North as a statutory body. This will be the subject of a forthcoming report to Leadership Board.
- 2.3 The new legislation also provides the opportunity for TfN to draw down new devolved powers from DfT; to enhance the North's influence over investment and services currently delivered by national government.
- 2.4 The Transport Strategy will be updated as part of the March 2016 Budget and work is continuing on the TfN programme, with NECA represented on all workstreams to ensure that our regional aspirations are fully realised.

3. Rail

- 3.1 TfN has made important but early progress towards achieving the rail objectives set out in the Northern Transport Strategy. The strategy recommended transformational improvements to journey times and service frequencies between key cities throughout the North of England. Network Rail and HS2 Ltd have been commissioned to investigate how these aspirations could be achieved, and whether utilising the consulted HS2 Phase 2 route would be feasible.
- 3.2 Various infrastructure options are being assessed on each route corridor with Network Rail and HS2 Ltd considering three principal approaches to achieve journey time, frequency and capacity requirements on the route corridors, these being:
 - a. Construction of new high speed lines
 - b. Major upgrades including bypasses and significant cut-offs

North East Combined Authority

Transport North East Committee

c. Conventional upgrades to existing railway lines

3.3 A range of network options are being examined which will allow TfN to present well-developed infrastructure packages for consideration in Autumn 2016.

3.4 Nexus officers, acting on behalf of the NECA, are working closely alongside Network Rail, HS2 Ltd and TfN partners throughout this process and an update will be provided as part of the next Northern Transport Strategy publication in March 2016.

4. Road

4.1 The strategic study exploring the case for dualling the A69 and/or A66, with the aim of creating a new strategic link across the Pennines in northern England, is well under way. The study will be completed by October 2016 - however, an interim report will be available in March to help inform the updated version of the Northern Transport Strategy. NECA officers attend the Programme Board for the study on behalf of TfN.

5. Freight

5.1 Work is continuing on the Northern Region Freight and Logistics Strategy with the report due to be published in March 2016. A private sector reference group, including representatives from this region, has been established to ensure that businesses involved in the movement of goods can inform the strategy and a further stakeholder conference was held in Leeds on 17th January to inform attendees of the emerging findings of the strategy. The freight sector in this region will continue to be kept informed via the North East Freight Partnership.

6. Smart Ticketing

6.1 In the Autumn Statement, the Chancellor of the Exchequer announced £150m of funding for the development of Smart and Integrated Ticketing across the Transport for the North (TfN) area, which would be confirmed in the March 2016 budget, subject to receipt of a satisfactory Strategic Outline Business Case (SOBC) and Delivery Plan.

6.2 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. Whilst attention is inevitably drawn to the M62 corridor, this is equally valid in terms of linking the NECA region with Teesside and Leeds in particular.

North East Combined Authority

Transport North East Committee

6.3 Nexus officers have been working closely with colleagues from TfN, the Department for Transport and other metropolitan areas in the development of the SOBC and the Delivery Plan. With the North East, and Tyne and Wear Metro in 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 the TfN's ambitions in this area.

6.4 Potentially, Tyne and Wear Metro could be an ideal pilot area for the next generation of Smart Ticketing technologies, including the use of contactless bank cards, although there are technical challenges in relation to revenue protection that still need to be addressed.

7. Strategic Local Connectivity

7.1 Previously known as the City Connectivity workstream, the remit of this workstream has been extended with the participation of authorities from across the geography of the wider North. It is focusing on interventions which have a pan-Northern impact and enhance the economic strengths of the North but which do not fit in with the content of the other workstreams.

7.2 TfN have appointed consultants Steer Davies Gleave to help develop this work and produce an interim report by March 2016. NECA officers are represented on this workstream and are working to ensure the report represents the interests and unique economic geography of the North East.

8. International Connectivity

8.1 TfN has agreed to extend its strategic work on the international connectivity of the North, identifying the global markets which the north will need to have access to in the years ahead, and the current connections for both passengers and goods. As part of our contribution to the capacity required to take forward TfN's work, officials in the North East are taking the lead on this aspect of TfN's programme.

8.2 Consultants York Aviation have been commissioned by the NECA to carry out the required research study on behalf of TfN Programme Board and their interim findings will help to inform the updated version of the Northern Transport Strategy, with a full report due in the summer. NECA officers attend the Programme Board for the study on behalf of TfN.

9. Communications

9.1 The TfN website has been re-designed and can be found at <http://www.transportforthenorth.com/>. A newsletter is also being produced for circulation to all stakeholders, keeping them informed about progress with the TfN programme.

North East Combined Authority

Transport North East Committee

10. Next Steps

10.1 A number of key actions will be carried out over the next 12-14 months, including:

- The production of a multi-modal Freight and Logistics Strategy for the North to be published in early 2016;
- An approach to economic appraisal is being developed between TfN and the government to inform decisions about prioritised options for delivery of the programme;
- A Memorandum of Understanding will be drawn up between TfN and Network Rail / HS2 Limited, and there will also be a separate MoU between TfN and Highways England;
- Production of an updated Transport Strategy as part of the March 2016 budget; and
- It is likely that the various areas participating in Transport for the North will be asked to contribute to the programme by bringing forward complementary study work relating to intra-regional connectivity in their own areas.

10.2 NECA officers are participating 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. Potential Impact on Objectives

11.1 Progress on delivery of the measures included in the Transport for the North programme will assist the Combined Authority in delivering its objective to maximise the area's opportunities and potential.

12. Finance and Other Resources

12.1 There are no specific financial implications arising from this report

13. Legal

13.1 There are no specific legal implications arising from this report

14. Other Considerations

14.1 Consultation/Community Engagement

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

North East Combined Authority

Transport North East Committee

14.2 Human Rights

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

14.3 Equalities and Diversity

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

14.4 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.

14.5 Crime and Disorder

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

14.6 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.

15. Background Documents

15.1 The Northern Powerhouse: One Agenda, One Economy, One North: document published at

<https://www.gov.uk/government/publications/northern-transport-strategy>

16. Links to Plans in the Policy Framework

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

17. Contact Officers:

17.1 Mark Wilson, Head of Transport Policy (North East Combined Authority)

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North East Combined Authority

Transport North East Committee

18. Sign off

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

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North East Combined Authority

Transport North East Committee

Date: 26 February 2016

Subject: Securing investment for Metro and Local Rail

Report of: Managing Director (Transport Operations)

EXECUTIVE SUMMARY

In response to the Government inviting the NECA/Nexus to submit proposals for future investment in the Tyne and Wear Metro, this report updates the Committee in relation to progress to date.

An outline business case for new rolling stock will be produced by the end of March 2016. The cost of a new fleet (including an upgrade to the signalling system) is estimated to be in the order of £400 million, although this cost is indicative at this stage and subject to considerable uncertainty. The aim is to introduce the new fleet in the early 2020s.

A related outline business case for essential renewals - effectively a continuation of the current Metro Reinvigoration Programme for another 10 years – will be produced by the end of April 2016.

A new 'Metro and local rail strategy' will articulate the options for extending the system, to be presented for approval during summer 2016. Development of a business case for extensions will begin immediately once the strategy is agreed.

RECOMMENDATIONS

The Committee is asked to note the content of this report.

North East Combined Authority

Transport North East Committee

1 Background Information

- 1.1 The North East Devolution Agreement from October 2015 included the following in respect of the Tyne and wear Metro:-

Government will consider establishing and devolving a long-term funding programme to support investment in the Metro. This will include:-

- a) Considering, through the spending review, setting a multi-year funding allocation for Metro reinvigoration phase 2, committed up to 2020-21;
- b) The Combined Authority producing a business case, for consideration by Government, for investment in the Metro network to 2030, including the upgrade of the Metro fleet, potential expansion, and future integration of the Metro with the rail network.

2. New fleet

- 2.1 Metro is badly in need of a new fleet of trains. The current 90-car fleet was constructed in the late 1970s and many components are effectively life-expired. This is creating a very unstable operating environment, with train failures leading to delays and trains being withdrawn from service.
- 2.2 An outline business case for investment in a new train fleet and a draft specification for rolling stock are expected to be complete at the end of March. The target date for the introduction of a new fleet is the early 2020s.
- 2.3 The cost of a 'like for like' fleet is estimated to be in the region of £300 million. An associated upgrade to the signalling system may cost an additional £100 million. The total cost of new fleet would therefore be around £400 million.
- 2.4 The rolling stock specification is being developed to 'future proof' the fleet for future developments, including options for dual voltage, diesel variants and the ability to procure additional vehicles to support route extensions.
- 2.5 Whilst some operating efficiencies and fare revenue growth can be expected through the introduction of a new fleet, these are expected to be relatively small in comparison to any new financing costs. It will therefore be necessary to seek grant funding – either in the form of increased revenue support or capital grant.

3 New operating contract

North East Combined Authority

Transport North East Committee

- 3.1 The future arrangement for Metro operations is likely to be built around the acquisition and deployment of a new fleet of trains, to be operational in the early part of the 2020's. This is a very different proposition to the one in place today, in which the operator is responsible for delivering a wide range of operational and customer-related activities.
- 3.2 The OJEU process to procure a new operator effective from 1 April 2019, would need to commence around June 2017, by which time funding for the new fleet and ongoing revenue support would need to be confirmed.
- 3.3 Depending on when the current concession ends, which according to the terms of the contract could be either in March 2017 or in March 2019, an interim arrangement for the operation of Metro may be needed. Nexus is developing options to cater for different scenarios and will present them to the Leadership Board for consideration. The decision regarding the extension of the current concession must be taken by June 2016 at the latest.

4 Essential renewals

- 4.1 Nexus is currently halfway through Phase 2 of Metro Reinvigoration, known internally as the 'Asset Renewal Programme'. This involves government capital grant of £317m, paid over an 11-year period, commencing in April 2010 to renew the railway's infrastructure, with priorities determined by asset condition.
- 4.2 Once the current 11-year period is over, the condition of the asset base on average will have improved significantly. However there will be an on-going need for capital investment in renewing the system as other assets deteriorate. Nexus is developing a separate outline business case to cover this investment need, with a target date for completion of April 2016.

5 New route extensions

- 5.1 For many years there has been an expectation that the Metro system will expand to serve new routes. Most recently, the Devolution Agreement noted the NECA's aspiration to expand the system, and the government agreed to receive a business case.
- 5.2 A new 'Metro and Local Rail Strategy' will set out the options that exist for new local Metro/rail routes, and set them in context against the SEP, and local development plans. The intention is to bring the strategy in draft form to Transport North East Committee for review during summer 2016, with a final draft to be presented to the Leadership Board for approval thereafter.

North East Combined Authority

Transport North East Committee

- 5.3 Once agreement has been reached over the Metro and Local Rail Strategy, the development of a business case will commence immediately. Feasibility studies will need to be carried out as part of the business case development.
- 5.4 The cost of any extensions to the Metro and local rail networks will be significant, and the business case, with clear links to associated economic benefits, will be crucial. We will need to explore private sector, local, European, and devolved sources of finance as well as making the case to central government for investment.

6 Potential Impact on Objectives

- 6.1 These proposals help to deliver the objectives set out in the Transport Manifesto to create a local rail network with closer co-ordination of heavy and light rail services. This also supports the Strategic Economic Plan, by providing a strong public transport service which supports the growth of the economy across the North East Combined Authority area.

7 Finance and Other Resources

- 7.1 Funding for Metro and local rail services in future years will be sought from DfT as well as local funding contributions. A range of funding options exist over the medium and long term. Under devolution, this could be part of the devolved transport budget; or it could be part of the funding provided to the North East Investment Fund for infrastructure over the next 30 years; it could be a potential call on funding that the Mayor could seek from a Business Rate supplement, with the support of business and contributions to the cost of smaller schemes could form part of the proposed use of local Growth Fund monies. The further consideration of specific projects and funding sources will be part of the assessment of the pipeline of potential projects to be funded from these funding sources, as part of the development of a medium and long term capital investment programme for the NECA area.

8 Legal

- 8.1 There are no specific legal considerations arising from this report at this time.

9 Other Considerations

9.1 Consultation/Community Engagement

Consultation plans are being developed for each aspect of the investment proposals

9.2 Human Rights

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

9.3 Equalities and Diversity

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

9.4 Risk Management

There is evidently a risk that Nexus will be unable to secure sufficient funding for any of these proposals.

Continued poor reliability of the existing fleet continues to impact on customer perception in advance of a replacement date of the early part of the 2020s.

Lack of investment in a replacement fleet risks the long term viability of the Metro service due to increased fleet reliability issues, impacting on passenger satisfaction and passenger number. This could increase congestion as passengers switch to car for more journeys.

Lack of investment in the on-going renewal of the Metro infrastructure risks the long term viability of the Metro service through infrastructure problems impacting on the reliability and deliverability of the service.

9.5 Crime and Disorder

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

9.6 Environment and Sustainability

It is anticipated that the new fleet will have a positive environmental impact, as it is anticipated that they will be more energy efficient than the current fleet.

10 Background Documents

10.1 None

11 Links to the Local Transport Plans

North East Combined Authority

Transport North East Committee

- 11.1 The proposal supports the continued delivery and enhancement of Metro services going forward as set out in the Transport Manifesto.

12 Appendices

- 12.1 Not applicable.

13 Contact Officers

- 13.1 Tobyn Hughes, Managing Director (Transport Operations),
tobyn.hughes@nexus.org.uk, Tel: 0191 203 3246

14 Sign off

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

North East Combined Authority

Transport North East Committee

DATE: 26 February 2016

SUBJECT: Transport Integration

REPORT OF: Chief Executive Officer for Transport

EXECUTIVE SUMMARY

This paper responds to a request from the last meeting of the Transport North East Committee, to receive a report reviewing the progress in creating an integrated transport system across the boundaries between Tyne and Wear, Northumberland and Durham. This paper identifies the progress made so far, and additional steps which could be taken to deliver services in an integrated manner across local government boundaries, and to secure efficiencies through deeper collaboration between transport and highways authorities across the region.

RECOMMENDATIONS

Members are recommended to:

- Note the “direction of travel” towards deeper integration of services, while also reflecting the very different transport needs of different communities; and
- Review the progress in collaboration across the area of the North East Combined Authority, and identify priorities for further progress.

North East Combined Authority

Transport North East Committee

1 Background Information

- 1.1 When the North East Combined Authority was created in April 2014, it became the statutory Local Transport Authority (LTA) for all of its constituent members, replacing arrangements which were previously carried out separately by the Integrated Transport Authority in Tyne and Wear, and by Northumberland and Durham Councils. Part of the rationale for the creation of the Combined Authority (as set out in the statutory governance review) was the potential to improve services across local government boundaries. The Combined Authority area represents a “functional economic area”, reflecting the way that people live and work, travel for leisure purposes or to access health or other services. The 2011 Census suggests that 40,500 people travel daily from Durham to other parts of the Combined Authority; 38,700 from Northumberland; and 36,900 from Tyne & Wear commute into the two adjoining counties.
- 1.2 The reasons for creating a single LTA are to better support people who travel across the area, to improve local services, to secure greater investment in the transport network, and to have greater influence over the allocation of national funding streams. To fully exploit these opportunities, the North East Combined Authority has now launched its Transport Manifesto for consultation with partners and the public. It is now available at <http://www.northeastca.gov.uk/local-transport-plan>.
- 1.3 This report outlines the measures being taken to integrate transport functions between the Tyne and Wear authorities, Durham and Northumberland, in order to deliver the benefits cited in paragraph 1.2 above. There are other aspects of transport integration, involving integration between different transport modes and between transport and economic and spatial policymaking; however, these are not part of the scope of this paper. The core purpose of the integration proposals outlined below is to achieve improved transport co-ordination across the region rather than to centralise the planning or delivery of transport services.

2 Financial and Institutional Arrangements

- 2.1 While the principle of transport integration is clear, the practical steps to deliver it are complex. In setting up the North East Combined Authority, it was recognised that this needed to be a progressive process over time, and during a transition period there would remain significant transport authority functions which continue to be exercised on a delegated basis by the two counties.
- 2.2 There are important differences in the transport services required by urban, sub-urban and rural communities, and these need to be fully reflected in new arrangements. Urban areas tend to make much greater use of public transport, and have lower levels of car ownership. In rural areas, the focus is often on sustaining public transport routes which provide vital social connections, and

North East Combined Authority

Transport North East Committee

managing these alongside other public service transport, such as health and education. These factors demonstrate that the North East Combined Authority should expect to strike a balance between integration where it makes sense, but with specific arrangements in place to reflect the different needs of different communities.

- 2.3 There are also significant institutional and financial differences between the functions which NECA inherited from Tyne and Wear, Northumberland and Durham. Most significantly, Nexus as the Passenger Transport Executive for Tyne and Wear has a range of statutory duties and powers to deliver passenger transport services on behalf of the Tyne and Wear authorities, including ownership and operation of the Metro system. The Tyne and Wear authorities also own the Tyne Tunnel, delivered through a long-term partnership with TT2 Ltd. Because of the more intensive use of public transport services within the Tyne and Wear area, in particular by holders of free bus passes under the English National Concessionary Travel Scheme, transport authority functions in the two counties start from a significantly lower cost base than Tyne and Wear.
- 2.4 For the above reasons, the assets and liabilities of the Tyne and Wear authorities were “ring fenced” within the NECA constitution and financial framework. Statutory arrangements were also made for a differential transport levy to apply across Tyne and Wear, Northumberland and Durham – under a unique arrangement specifically negotiated with government to reflect the circumstances of the North East. These arrangements ensured that residents will not face an increase in their Council Tax bills as a result of the creation of the North East Combined Authority, and that the costs of operating transport services can be fairly allocated between Tyne and Wear and the two counties. Special governance arrangements were established, through the Tyne and Wear Sub-Committee of Transport North East made up of Cabinet members from the five authorities, and chaired by a Vice-Chair of Transport North East drawn from the Tyne and Wear authorities (currently Cllr Harrison of North Tyneside). Tobyn Hughes was appointed in January 2015 as Managing Director (Transport Operations) for NECA, incorporating the statutory role of Director General of Nexus but with an additional remit of promoting and driving the changes necessary over time to integrate transport services across the wider area of the Combined Authority.
- 2.5 There are also many transport functions which continue to operate most effectively at district level. The seven councils remain as the Highways Authorities for their areas, responsible for the management of the local road network. Specific projects supported by NECA are led by the Highways teams in each authority, who remain responsible for their delivery. Some of the funding available to the North East Combined Authority is currently delegated to individual authorities to deliver these responsibilities.

North East Combined Authority

Transport North East Committee

3 Progress so far

3.1 Since the creation of NECA, the following arrangements have been established:

- A single NECA Transport Policy team works on behalf of all seven authorities (funded through the Local Growth Fund and Integrated Transport funding). This work is overseen by the NECA Transport Officers Group, made up of the Heads of Transport for the seven authorities, plus Nexus. Projects which were unique to the five Tyne and Wear authorities are either being taken forward through the new arrangements across all seven authorities, or being phased out if this is more appropriate.
- Funding from central government is now delivered through the North East Combined Authority, which is then able to take a collective view on regional priorities. The proposed Devolution Agreement takes this much further, with all relevant transport funding being consolidated into a single multi-year budget, providing much greater flexibility to support services and deliver new investment.
- In advance of devolution, the North East has successfully attracted £117 million in Local Growth Funding for Transport, as well as successful bids for Low Carbon Vehicles, clean buses and other sustainable transport initiatives.
- By working together, NECA has had greater influence on national and cross-northern transport plans and strategies, including through our role on Rail North and Transport for the North. These include the greater prioritisation for key routes into the North East; the East Coast Main Line, A1, A19, A66 and A69.
- The former Tyne and Wear Freight Partnership has now been extended across a NECA-wide footprint, and established as the North East Freight Partnership, in order to promote safe, efficient and sustainable freight movement across the entire NECA area, and to influence national and northern developments on logistics and freight;
- NECA has supported a co-ordinated response to important national consultations such as those related to Air Passenger Duty, or from the new National Infrastructure Commission.
- Northumberland County Council are now drawing on the technical expertise provided by Nexus to assist with development of the Ashington, Blyth and Tyne project.

4 Further Steps Towards Transport Integration

4.1 Looking forward, NECA Transport Officers are bringing forward proposals for further steps towards integration, including:

- Production of a new NECA Transport Plan, building on the Transport Manifesto that is currently subject to public consultation, and which will supersede the

North East Combined Authority

Transport North East Committee

three existing Local Transport Plans for Tyne and Wear, Northumberland and Durham

- Development of a single transport analytical model, which represents best-practice for the analysis and assessment of transport investments, and which all seven authorities can have access to support project proposals. Officers are currently considering the business case, and will bring forward proposals where investment in the model could secure savings on future projects, or enhance the ability of the region to attract additional investment.
- Developing the role of the Urban Traffic Management and Control system, hosted at Newcastle University, and originally focused on a Tyne and Wear footprint, as a traffic management system for the whole area.
- Improvements to the services offered by local rail services, by using our membership of Rail North. This will build on the commitments entered into by Arriva and First who will be the operators of Northern Rail and Transpennine Express.
- Further development of the 'Pop' Card and our Smart and Integrated ticketing project to introduce further applications across a NECA footprint
- Developing shared approaches to improving the local bus system, in which a high proportion of bus services cross the boundaries between constituent authorities
- Examining detailed options for extensions of the Metro, alongside integration of metro and rail services; By collaborating as NECA, together with partners from the Tees Valley, Cumbria and North Yorkshire we expect to be able to put forward a strong North Eastern regional voice within Rail North; and by investing in infrastructure which allows metro and rail services to be integrated into a single network.
- New routes which support links between Northumberland, Durham and Tyne and Wear; including the re-establishment of passenger services on the Ashington-Blyth-Tyne line, and the re-opening of the Leamside Line.
- A NECA wide approach to the planning and delivery of sustainable transport initiatives, in particular around Car Clubs and successor programmes to the current Local Sustainable Transport Fund (LSTF) initiative.
- Examining options for the future of concessionary travel schemes across the NECA-area
- Developing a NECA-wide strategy and delivery for transport information, with a single supplier for the whole area.

5. Next Steps

- 5.1 NECA officers will continue to progress the actions outlined in section 4 above.

6. Potential Impact on Objectives

North East Combined Authority

Transport North East Committee

- 6.1 More effective integration of transport functions across the NECA area will assist the Combined Authority in delivering its objective to maximise the area's opportunities and potential.

7. Finance and Other Resources

- 7.1 There are no specific financial implications arising from this report.

8 Legal

- 8.1 There are no legal implications arising directly out of this report.

9. Other Considerations

9.1 Consultation/Community Engagement

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

9.2 Human Rights

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

9.3 Equalities and Diversity

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

9.4 Risk Management

Failure to effectively integrate transport services across the NECA area would impede the Combined Authority's objective of providing a high-quality integrated transport network serving the needs of residents and businesses across the entire region.

9.5 Crime and Disorder

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

9.6 Environment and Sustainability

Success in co-ordinating an integrated network of public transport, cycling and walking routes as part of the Combined Authority's transport strategy will assist in the goal of achieving a more sustainable transport system for the region.

10 Background Documents

- 10.1 None.

North East Combined Authority

Transport North East Committee

11 Links to the Local Transport Plans

- 11.1 This report links to the objective of developing a new Local Transport Plan covering the entire NECA area.

12 Appendices

- 12.1 None.

13 Contact Officer

- 13.1 Andrew Lewis, Chair of the NECA Transport Officers Group

14 Sign off

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

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North East Combined Authority Transport North East Committee

DATE: 26 February 2016

SUBJECT: The future of the A1(M)

REPORT OF: Chief Executive Officer for Transport

EXECUTIVE SUMMARY

The purpose of this report is to inform Members of

- the planned upgrade of the A1 / A1(M) to the North East by 2017; and
- the government's consideration of the name of the road.

Members are recommended to express support in principle for the re-designation of the A1(M) south of Gateshead to an extension of the M1; subject to further assessment of the support from local businesses, and the costs which would be borne by Highways England.

RECOMMENDATIONS

It is recommended that NECA continue to engage with DfT to identify the costs and benefits of a change of the name of the A1(M) south of Gateshead to the M1 – extending the national motorway network to the North East.

North East Combined Authority

Transport North East Committee

1. Background Information

- 1.1 The A1 / A1(M) has long been a vital transport artery for the North East, comprising as it does the principal road link between the North East and almost all the rest of England. The North East is the only region of the country without access to the national motorway network, and this has long been a matter of campaigning and lobbying by the region. Most of the route from Leeds (where the M1 ends) to the North East is now built to motorway standard and is therefore designated A1(M). The most recent section of motorway upgrade to be completed was between Dishforth and Leeming in North Yorkshire, which was finished in 2012 at a cost of some £300m.
- 1.2 The only remaining stretch of A1 dual carriageway (i.e. non-motorway) left between Leeds and the North East is the Leeming to Barton section, also in North Yorkshire. There is a schematic map showing this at Appendix A. This is currently being upgraded by the Department for Transport. This work is scheduled for completion in 2017 at an anticipated cost of some £370m. The result will then be a continuous motorway between London and the North East.
- 1.3 This creates a question of what the road should then be called. The designation of A1(M) was necessary while the designation of the road alternated between motorway and non-motorway standard. Adopting the standard approach of designating the road as a motorway would reflect the new motorway standard up to Gateshead, and would demonstrably connect the North East to the national motorway network for the first time. This will deliver a range of potential benefits for the North East, including:
 - making it easier to promote connectivity to the rest of the UK
 - demonstrating to inward investors that the region is well connected to London and the rest of England
 - Helping businesses in close proximity to the route to demonstrate their connectivity
- 1.4 The M1 designation would only apply where the road has motorway standard. This would apply, from 2017, to a point close to the Angel of the North. Clearly, over the longer term, if further progress was made in upgrading the road north of Newcastle to motorway standard, the M1 designation could apply to further sections of the road. There are currently no plans to deliver this, although it might be considered a long-term aspiration for the region.

2. Reviewing the costs and benefits of change

- 2.1 In the Summer 2015 budget, it was announced that “The government will look into the case for renaming the A1(M) north of Leeds as the M1”. Since

that announcement, DfT and NECA officials have identified the need to consult on the change, and Highways England have been asked by DfT to study the costs of changes to signage. During December 2015, NECA launched a Call for Evidence asking key stakeholders for their views on the possible renaming. This was sent to major local organisations, including those from academia and business, the CBI and NECC, as well as individual firms. North Yorkshire County Council and Tees Valley Unlimited also supported this exercise.

- 2.2 The proposal has attracted a small number of responses, including support from prominent businesses such as Nissan and the Port of Tyne. A small number of responses from individual members of the public have expressed opposition to the proposals; either because of the perceived cost, or because they believe the M1 is associated with congestion.
- 2.3 Highways England (HE) operates, maintains and improves England's motorways and major A roads including the M1 and A1 / A1(M). It is a public body, sponsored by the Department for Transport. HE is currently considering the likely costs of changing signage resulting from renaming. Although some of these costs would arise anyway from the change in designation of the road to motorway standard, the additional costs of re-designation may be significant, and to justify change there needs to be an appropriate degree of support from authorities and businesses along the route. Officials will continue to work with DfT to examine the business case.

3. Potential Impact on Objectives

The scheduled upgrade of the remaining section of the A1 between Leeming and Barton to Motorway standard by 2017 will have a positive impact on NECA's objectives including economic growth and improved connectivity.

4. Finance and Other Resources

There are currently no financial implications for NECA.

5. Legal

There are no legal issues arising from this report.

6. Other Considerations

6.1 Consultation/Community Engagement

A Call for Evidence regarding the possible renaming of the A1 / A1(M) to M1 has been carried out as described above.

North East Combined Authority

Transport North East Committee

6.2 Human Rights

There are no Human Rights issues arising from this report.

6.3 Equalities and Diversity

There are no Equalities and Diversity issues arising from this report.

6.4 Risk Management

There are no significant Risks associated with this report.

6.5 Crime and Disorder

There are no Crime and Disorder issues arising from this report.

6.6 Environment and Sustainability

There are no Environment and Sustainability issues for NECA arising from this report.

7. Background Documents

None.

8. Links to Plans in the Policy Framework

- 8.1 The proposed renaming of the A1 / A1 (M) to M1 would link in well with existing and future Plans seeking to promote economic growth and improved connectivity.

9. Contact Officers:

- 9.1 Name: Mark Wilson Head of Transport Policy (North East Combined Authority)

Email address: mark.wilson@newcastle.gov.uk

Tel: 0191 211 5679

10. Appendices

- 10.1 Appendix A – Schematic map showing the current designation of the route

North East Combined Authority

Transport North East Committee

11. Sign off

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

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

Appendix A: A1, A1(M), and adjacent roads from Leeds to the North East



North East Combined Authority

Transport North East Committee

DATE: 26 February 2016

SUBJECT: Smart Ticketing Update

REPORT OF: Managing Director (Transport Operations)

EXECUTIVE SUMMARY

The purpose of this report is to appraise members of the current situation with respect to the rollout of Smart Ticketing and future plans in this regard.

RECOMMENDATIONS

It is recommended that the Committee agree to note the contents of this report.

North East Combined Authority

Transport North East Committee

1 Background

- 1.1 The introduction of Smart Ticketing across public transport remains a high profile activity and the expectations of passengers and central government are continuing to rise.
- 1.2 Progress in this area within the NECA has largely been more effective than other parts of the country. Indeed, it is now generally recognised that the Smart Ticketing arrangements within Tyne and Wear are currently the most advanced outside of London. This positions the area well to attract further investment in this area.
- 1.3 In the light of the above and recent announcements, this report is intended to appraise TNEC members of the achievements to date and the plans for further development.

Current Status and Plans for Further Development

2 Smart Ticketing on Tyne and Wear Metro

- 2.1 Installation of all hardware as part of the original Ticketing and Gating contract was completed in autumn 2014.
- 2.2 All adult and student season tickets are now available as smart products, and all customers who buy four weekly and annual MetroSaver tickets use Pop smartcards. Additionally, Gold Card customers now have their Gold Card entitlement stored on their ENCTS cards and students at Newcastle University can carry MetroSaver tickets on their University ID card.
- 2.3 The “Pop Shop” website was launched in October 2015, allowing customers to renew their season ticket online and collect when touching in the following morning.
- 2.4 The “Purple Pop” Pay As You Go card was launched in November 2015 by the Minister of State for Transport and the NECA thematic lead for transport. This offers discounted travel, compared to the equivalent single or DaySaver and a daily, zone based price cap. More than 2,000 customers are now using Pop Pay As You Go cards for Metro travel, and the product will be marketed to existing and new users throughout the spring.
- 2.5 In total there are 117,000 smartcards in use on Tyne and Wear Metro, representing about one third of passenger journeys.
- 2.6 Nexus is continually striving to improve the ticketing system in the light of customer feedback. As well as changes to improve reliability and performance, the latest software upgrade allows the purchase of “add-on” tickets, which allow MetroSaver customers to travel outside of their customary zones for a day.
- 2.7 In the Autumn Statement, the Chancellor of the Exchequer announced £150m of funding for the development of Smart & Integrated Ticketing across the Transport for the North (TfN) area, which would be confirmed in the March 2016

North East Combined Authority

Transport North East Committee

budget, subject to receipt of a satisfactory Strategic Outline Business Case (SOBC) and Delivery Plan.

- 2.8 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. Whilst attention is inevitably drawn to the M62 corridor, this is equally valid in terms of linking Tyne and Wear with Teesside and Leeds in particular.
- 2.9 Nexus officers have been working closely with colleagues from TfN, the Department for Transport and other metropolitan areas in the development of the SOBC and the Delivery Plan. With the North East, and Tyne and Wear Metro in 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 the TfN's ambitions in this area.
- 2.10 Potentially, Tyne and Wear Metro could be an ideal pilot area for the next generation of Smart Ticketing technologies, including the use of contactless bank cards, although there are technical hurdles in relation to revenue protection that still need to be addressed.

3 Smart Ticketing on Bus

- 3.1 In addition to operating their own, operator specific schemes, the Bus Operators have launched a Smartzone season ticket product that allows passengers to use the services of any of the three major operators within a specified Smartzone. The Smartzone areas are North Tyneside, South Tyneside, Newcastle and Sunderland.
- 3.2 The Major Bus Operators announced in January plans to rollout contactless bank card technologies across their Bus Fleets. Tyne and Wear was identified as a pilot, with implementation by March 2017. It remains unclear whether this will simply enable the contactless bank card to be used as a form of payment or will introduce any form of price capping.
- 3.3 Operators have reaffirmed their commitment to accept the NESTI Pay As You Go product – at this stage, effectively the Purple Pop card – across all services in both the North East and Tees Valley Combined Authority areas. Operators are being continually pressed to extend the range as there are now no remaining technical obstacles but progress has been slower than hoped. So far the Pop card is accepted on: all Arriva services in Northumberland, North Tyneside and Newcastle; selected Go North East services including the Quaylink and some routes between County Durham, Gateshead and Newcastle; Stanley Travel buses in Durham city; and Stagecoach buses on limited services in the Middlesbrough area. Arriva also aims to introduce acceptance of the Pop card in the Tees Valley in March. Bus Operators are expected to complete the rollout of Pay As You Go across the North East before the end of 2016.

North East Combined Authority

Transport North East Committee

4 Smart Ticketing on Heavy Rail

- 4.1 No progress has been made with the current Northern Rail franchisee for the introduction of Smart Ticketing. However, there is a clear commitment from the new franchisees of both Northern and Transpennine to actively participate in local smartcard initiatives.
- 4.2 With the transfer of franchises, there is some optimism that progress will be made in this area over the next Financial Year. The priority will be to enable the “Purple Pop” Pay As You Go card to be accepted as a form of payment on Northern Services across the North East and Teesside. The devolved governance arrangements through Rail North, including the creation of the North East Business Unit, will enable the Combined Authority to exert greater influence over the speed of this development than has previously been the case.

5 Multimodal Smart Ticketing

- 5.1 The Purple Pop card remains the only Smartcard in the NECA area that is accepted on Metro, Bus and Ferry, and the only product to offer Pay As You Go travel rather than a season ticket on a smartcard. Discussions continue with Network Ticketing Ltd concerning the conversion of the “Network One” product to smartcard but, as yet, these have not produced an agreed plan.

6 The North East Smart Ticketing Initiative

- 6.1 NESTI is a formal collaborative programme of work between Darlington Borough Council, Durham County Council, Gateshead Council, Hartlepool Borough Council, Middlesbrough Council, Newcastle City Council, North Tyneside Council, Northumberland County Council, Redcar and Cleveland Borough Council, South Tyneside Council, Stockton-on-Tees Borough Council, Sunderland Council, Nexus and the (then) Tyne and Wear Integrated Transport Authority.
- 6.2 On 18th October 2010 all the North East local authorities signed a Collaboration Agreement formalising their participation in the NESTI programme, following a series of meetings to discuss the local and strategic benefits which delivery of the NESTI programme will achieve.
- 6.3 The Collaboration Agreement requires bi-annual reporting to Leaders and Elected Mayors; the most recent of which was to ANEC in October 2015.
- 6.4 The October report highlighted that NESTI was established for the purpose of providing a Smart Ticketing Infrastructure across the North East of England, which is now in place. The objectives have now been achieved, and the existing Collaboration Agreement has expired.
- 6.5 However, going forward, whilst the infrastructure remains a shared resource, there will be an on-going requirement, at an operational level, for the participating authorities to ensure that the use of the infrastructure continues to meet individual authorities’ needs. This collective participation is also likely to identify further opportunities for collaborative procurement and to make

North East Combined Authority

Transport North East Committee

improvements. The on-going operational costs until March 2018 can be funded from the existing NESTI budget.

- 6.6 Discussions are taking place with Tees Valley representatives as to the best way to provide appropriate oversight and governance for this three year period, given the redefined role of ANEC and emerging arrangements between the North East Combined Authority and Tees Valley Combined Authority on other shared Transport initiatives. A proposal will be brought back to TNEC in due course.

7 Next Steps

- 7.1 Nexus Officers will continue to promote the North East as an opportunity for early implementation of Transport for the North's ambitions for Smart Ticketing.
- 7.2 Nexus Officers, in conjunction with Tees Valley officers, will develop proposals for the continued oversight and governance of the NESTI deliverables.

4 Potential Impact on Objectives

- 4.1 Ongoing development and improvement in Smart Ticketing will lead to increased usage of public transport.

5 Finance and Other Resources

- 5.1 Planned improvements are currently accommodated from existing resources.

6 Legal

- 6.1 There are no direct legal implications arising directly from this report.

7 Other Considerations

7.1 Consultation/Community Engagement

There are no direct Consultation/Community Engagement implications arising directly from this report.

7.2 Human Rights

There are no direct Human Rights implications arising directly from this report.

7.3 Equalities and Diversity

There are no direct Equality and Diversity implications arising directly from this report.

North East Combined Authority

Transport North East Committee

7.4 Risk Management

There are no direct Risk Management implications arising directly from this report.

7.5 Crime and Disorder

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

7.6 Environment and Sustainability

There are no direct Environment and Sustainability implications arising directly from this report.

8 Background Documents

8.1 None applicable.

9 Links to Plans in the Policy Framework

9.1 The implementation of Smart Ticketing contributes to objectives in the Bus Strategy and wider policy objectives in relation to sustainable travel.

10 Appendices

10.1 None.

11 Contact Officers

11.1 David Bartlett, Corporate Manager, Business Change & Technology,
david.bartlett@nexus.org.uk, 0191 203 3238

12 Sign off

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

North East Combined Authority Transport North East Committee

DATE: 26 February 2016

SUBJECT: Transport Manifesto for the North East

REPORT OF: Chief Executive Officer for Transport

EXECUTIVE SUMMARY

This report

- i) updates members on progress with the Transport Manifesto for the North East and the consultation and
- ii) sets out an indicative timescale for subsequent production of the full Transport Plan for the North East.

RECOMMENDATIONS

It is recommended that the Committee notes the contents of this report

North East Combined Authority

Transport North East Committee

1. Background Information

- 1.1 As previously reported, the Combined Authority must produce a Transport Plan for the North East. Among other functions, this will supersede the existing Local Transport Plans for Durham, Northumberland and Tyne and Wear.

The two-stage process for the production of this Plan is

1. A Transport Manifesto setting out high level ambitions, followed by
2. The Transport Plan : a comprehensive, statutory document

- 1.2 A draft of the Manifesto was submitted to the November meeting of TNEC, who made a number of comments including:

- re-ordering some of the contents
- re-wording to take account of rural issues
- ensuring that references to Newcastle Airport were not to the detriment of Durham Tees Valley Airport
- improved legibility and also availability in different formats
- a longer consultation period

The meeting also agreed that authority to sign off these amendments, so the public consultation period could start, be delegated to Councillor Nick Forbes. A revised version has therefore been submitted to, and approved by, him and the consultation is now under way, with a longer timescale. The closing date for responses is 8th April 2016, which goes into the pre-election period in some Councils. However, no active promotion of the Manifesto consultation will take place during the pre-election period.

- 1.3 The final version of the Manifesto, incorporating these amendments, forms Appendix 1 to this report.

2. Consultation

- 2.1 The public consultation on the Manifesto has now started as follows:

- There is a full publicity campaign, conducted in conjunction with the seven Councils and Nexus, including details on the NECA website and references to it on the seven Councils' and Nexus' websites
- The consultation questionnaire is available electronically and in a paper version
- Each of the seven Councils and Nexus has been asked to send the Manifesto and consultation questionnaire to all organisations and individuals on their transport consultation mailing lists. This will include Town and Parish Councils in rural areas.
- Each Council and Nexus has been asked formally for its corporate response, but responses from individual Members and/or TNEC as a body are also very welcome

North East Combined Authority

Transport North East Committee

- As described above, the closing date for responses is 8th April 2016

2.2 Further briefings on the Manifesto will be given at future meetings.

3. Transport Plan

3.1 While the Transport Manifesto consultation as described above is progressing, background work is also being undertaken on the Transport Plan to the following indicative outline timetable:

- May 2016 : produce final Transport Manifesto, to be published as a Chapter of the Transport Plan
- July 2016 : produce first draft Transport Plan and seek approval including from Leadership Board
- September to November 2016 : formal consultation on Transport Plan (any earlier start date would result in the consultation running over the summer holidays which should be avoided)
- December 2016 to January 2017: incorporate consultation feedback into Transport Plan
- February 2017 : produce final version of the Transport Plan for the North East

3.2 As the Transport Plan is a “part 4” document under the NECA Constitution, the procedure outlined in Part 4.4 “Budget and Policy Framework Rules of Procedure” will be followed, with information provided and referrals made to Overview and Scrutiny Committee as set out in the Constitution. That Committee will therefore have opportunities to make recommendations to the Leadership Board regarding the Plan, also as set out in the Constitution.

4. Finance and Other Resources

4.1 There are funds available for production of the Transport Manifesto and consultation thereon, and for production of the Transport Plan. Whilst the cost of producing the Transport Manifesto is modest, based on previous experience it is estimated that the cost of producing the Transport Plan is likely to be approximately £170,000, which reflects the substantial consultation exercise and extensive modelling and assessment work that is required for the production of a significant statutory document of this type.

5. Legal

5.1 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

North East Combined Authority

Transport North East Committee

will be adopted in accordance with the “Budget and Policy Framework Rules of Procedure” set out in the NECA Constitution.

6. Other Considerations

6.1 Consultation/Community Engagement

As described in this report, consultation on the Transport Manifesto is proceeding

6.2 Human Rights

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

6.3 Equalities and Diversity

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

6.4 Risk Management

Failure to proceed with the Transport Manifesto and then with the Transport Plan could undermine the credibility of this region, compared to other Combined Authorities, when dealing with central government.

6.5 Crime and Disorder

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

6.6 Environment and Sustainability

Many of the measures identified by the Transport Manifesto and Plan will, if implemented, assist the Combined Authority in achieving a more sustainable transport system for the region.

7. Background Documents

Transport Manifesto (circulated with this report)

8. Links to Plans in the Policy Framework

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

North East Combined Authority

Transport North East Committee

9. Contact Officers:

- 9.1 Mark Wilson, Head of Transport Policy (North East Combined Authority)
mark.wilson@newcastle.gov.uk 0191 211 5679

10. Sign off

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

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Our Journey

A 20 year Transport Manifesto for the North East

“To provide affordable, attractive, reliable, safe,
healthy transport choices for businesses, residents
and visitors while enhancing the environment.”



**For the first time in
many decades the region
is coming together, as
Transport North East.**



Introduction

How often have you judged a place you visit by how easy it is to get around? It's time we looked at our own region in the same light.

The time you take and the quality of the journey will probably rank highly. Just as important is knowing the price and how to pay, and finding information instantly. Even on familiar routes we want to be told everything is running smoothly, or how to avoid delays.

So how do you feel about getting around the North East? Your answer may depend greatly on where you live

and where you need to go. But when people struggle to get around, when businesses cannot recruit flexibly or lack

strong links to global markets, our economy falters. So we need to ensure the North East receives its fair share of opportunities and funding.

We expect our local travel to be convenient, with good quality direct links with major town centres and major business parks, whether by bus, Metro or train. And we expect good links to airports and main line stations for longer distance travel.

We expect to find public transport information at the tip of a finger, through smart applications, with simple, good value fares wherever we roam.

Cyclists and pedestrians expect safe, direct routes with clear wayfinding, traffic signals and bike storage that recognise our needs. When we get in the car we expect updates on the road ahead. Transport is a means to an end. We should normally be able to go where we need without thinking hard how to get there.

And we know that we have to travel in a way which shows we care for the natural environment. Our transport choices should be the least damaging to the environment and the most sustainable.

“We want our transport system to be developed by the people who live and work here.”

To help achieve all this we will create a single identity for travel in the region – Transport North East. This will be a source for real time information, journey planning and ticket sales, no matter how you travel from door to destination. It will, for example, update you on traffic problems, direct you to a park-and-ride facility and advise you when the next train

is due, using smart communication.

Transport North East will be a symbol of our region's joined-up and integrated approach to travel.

To realise our ambition we need to take on new responsibilities and secure new funding. We want our transport system to be developed by the people who live and work here, as an asset to promote our vibrant local culture and economy. This will require radical changes and new powers and resources devolved to the region.

For the first time in many decades the region is coming together, as Transport North East, to set a vision. But it is not up to politicians to decide on our transport priorities; the vision of the region has to be one we all contribute to. This document will guide our way for the next two decades, and now it is your turn to let us know what you want.

Councillor Nick Forbes

Transport Lead,
North East Combined Authority



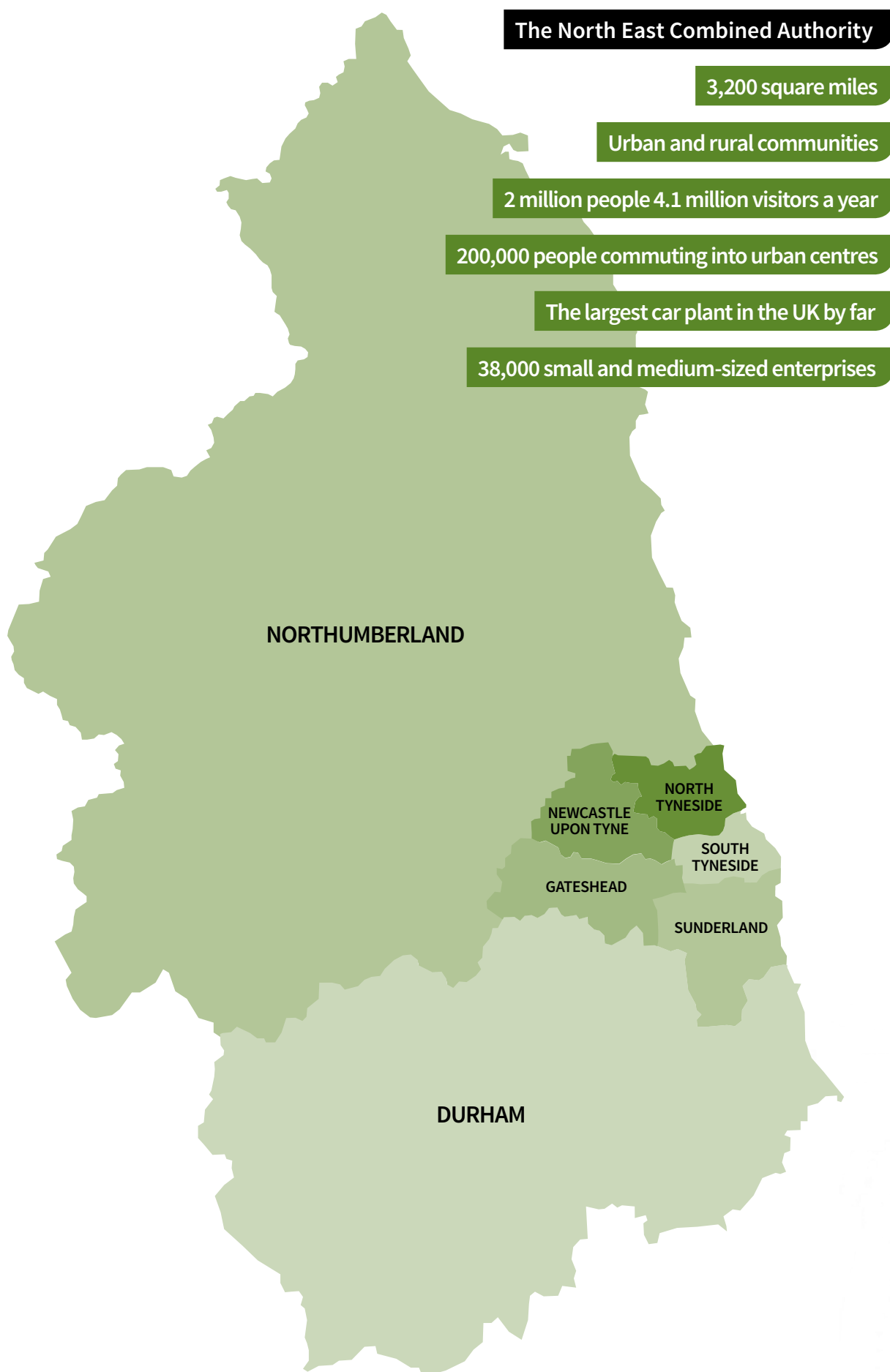
A single approach to transport

The seven councils in the North East of England (Durham, Gateshead, Newcastle, Northumberland, North Tyneside, South Tyneside and Sunderland) are in a new partnership enshrined in law: the North East Combined Authority.

We want to help our economy to grow and to make the North East an excellent place to live and work.

Our transport networks cross council boundaries in a diverse region, so only by working together will we meet people's needs and ambitions, wherever they live.







Vision

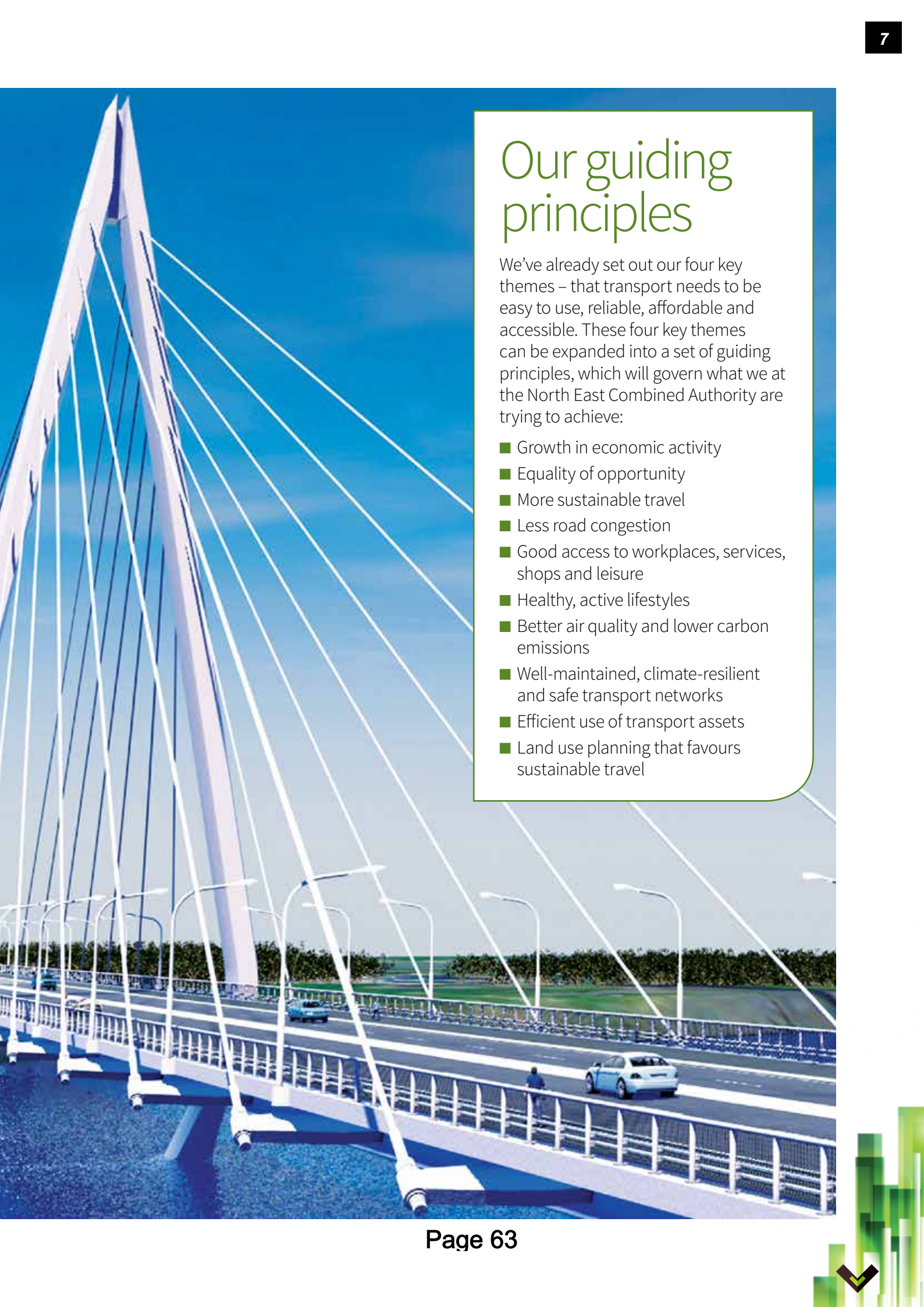
The North East needs good transport that creates economic growth and sustains jobs and communities.

We want to make sense of transport so that for people who live, work and visit here it is easy to use, reliable, affordable and accessible. Transport must also work for businesses that are located here, or are looking at moving to the North East. We want a transport system that reflects the character of our area: hard-working, efficient, accessible, and friendly.

Transport needs to work for everyone. Our future transport system in the North East must be:

- 1. Easy to use.** It should be easy to plan safe journeys, find out the best way to travel, pay for tickets and get all the essential information for your journey.
- 2. Reliable.** The transport network should be one that we can rely on to work, with buses and trains running on time and congestion at a minimum.
- 3. Affordable.** Transport should be provided at a reasonable cost relative to the journey being made.
- 4. Accessible.** Transport should run as near as possible to where people live and want to travel to, and where businesses are (or want to be) located. It should be usable by everyone.

“Transport needs to work for everyone.”



Our guiding principles

We've already set out our four key themes – that transport needs to be easy to use, reliable, affordable and accessible. These four key themes can be expanded into a set of guiding principles, which will govern what we at the North East Combined Authority are trying to achieve:

- Growth in economic activity
- Equality of opportunity
- More sustainable travel
- Less road congestion
- Good access to workplaces, services, shops and leisure
- Healthy, active lifestyles
- Better air quality and lower carbon emissions
- Well-maintained, climate-resilient and safe transport networks
- Efficient use of transport assets
- Land use planning that favours sustainable travel





What is 'Sustainable' Travel?

Sustainable means taking transport decisions now that will reduce carbon emissions from transport, minimise local air pollution and won't create problems for the future.

We believe that sustainable travel is a good thing in its own right. Moving around the local area, participating in the local economy and interacting with other people all contribute to a healthy lifestyle for individuals, and a better society.

Sustainable is also about creating an economic environment that helps businesses to thrive and generates enough jobs for everyone in the North East who needs one.

Walking, cycling, public transport and taxis are all forms of sustainable travel that will grow the local economy and contribute to a healthy and active local culture. They also minimise pollution from greenhouse gas emissions and poisonous particulates in the air we breathe.

Because of this our first preference is for people to travel sustainably to, from and around the North East. Therefore the majority of our activities in transport will be focused on developing our sustainable transport network

Walking, cycling, public transport and taxis are all forms of sustainable travel that will grow the local economy and contribute to a healthy and active local culture.

Transport drives competitiveness

Successful business needs transport that is geared to its needs for:

1. safe, reliable on-time delivery of goods
2. employees to be able to get to and from work quickly, easily and affordably
3. good connections locally, regionally, nationally and internationally to enable businesses to link up with each other to achieve growth.



What is Transport North East? What will it do?

- The North East Combined Authority is the first Transport Authority established in the country with coverage of such substantial urban and rural populations
- Transport North East will be the new identity for transport functions for the Combined Authority
- It will design and build transport networks around common standards, and oversee transport operations that deliver connectivity to communities, businesses, and visitors.
- It will promote the healthiest and greenest ways to move around, and so encourage walking, cycling and the use of public transport wherever possible.
- This means the public should notice no change in standards simply because they have travelled across a council boundary within the North East.

Transport North East will promote the healthiest and greenest ways to move around.



Our vision, from your doorstep
to the other side of the world...



Walking healthy and sustainable local travel

- Create safe, attractive, obstruction-free pedestrian routes including better signage and signals for crossings.
- Improve walking links within and between communities in both rural and urban areas.
- Promote walking to school and work, to tackle inactivity and over-reliance on the car.
- Ensure new developments and roads have walking designed in.

**Create safe, attractive,
obstruction-free
pedestrian routes.**

Our vision



“Improve existing streets and junctions to support cycling.”

Cycling quick, healthy and safe

- Build a network of attractive, good quality, safe, strategic urban and rural cycle routes, integrated with transport hubs, workplaces, shopping, leisure and education sites.
- Improve existing streets and junctions to support cycling, including reallocating road space.
- Establish cycle-friendly standards for neighbourhoods, towns and city centres, based on comprehensive parking, clear signage and good maintenance.
- Continue to promote cycling as a positive, sustainable way of improving health and well-being for adults and children alike.
- Reduce cycling casualty rates.





Bus services underpinning local public transport



- Simple, good value and integrated fares backed by smart payment technology.
- Good network coverage reflecting local needs.
- Easy to use timetable, real-time departure and on-board information.
- Meeting all travellers' accessibility needs.
- High levels of punctuality and reliability.
- Priority on highways wherever needed.
- Low-carbon vehicles wherever possible.



Integrate taxis into the wider public transport network.

Taxis flexible public transport



- Integrate taxis into the wider public transport network with better interchange and information.
- Ensure high standards of licensing and provision.
- Encourage greater use of low emission technologies in taxi fleets.



Local rail and Metro driving economic growth

- Replace outdated Pacer trains and deliver an essential new fleet for the Tyne and Wear Metro.
- Create a regional express network, with high quality, faster trains and more routes electrified.
- Open new local stations on current lines, re-open key disused lines, consider more Park and Ride stations, upgrade freight-only sections to passenger use and build new routes.
- Devolve greater control to the region, so local rail and Metro can be managed together to deliver a higher standard for stations, information and customer service.
- Work with rail industry partners to address overcrowding and improve cycle access on trains.



“Devolve greater control to the region, so local rail and Metro can be managed together.”



National rail services joining our economy with others

Reduce journey times and increase the number of trains to core cities.

- Invest, and work with Network Rail, to grow capacity, resilience and reliability of services including for our main line to London and Scotland.
- Improve long-distance connections from market towns in the region.
- Reduce journey times and increase the number of trains to core cities including Leeds, Manchester, Edinburgh and Birmingham.
- Make sure the North East is part of the High Speed Rail network.





“Expand the existing ‘Pop’ branded smartcard for all local transport.”

Making journeys easy smart travel and information

- Expand the existing ‘Pop’ branded smartcard for all local transport, as well as integrated uses like park-and-ride, cycle storage and Tyne Tunnel tolls.
- Offer affordable fares, particularly to support skills and training, especially for young people.
- Provide real time information for all local transport at stations, selected stops and to mobile devices.
- Develop a network of variable message signs on roads.
- Make full use of the Urban Traffic Management Centre to deliver information to road users.





“Ensure our ports can support new developments and innovation.”

Ports

Gateways to a world of trade



- Improve road and rail links from the region's ports to the rest of the UK.
- Support the growth in cruise traffic to boost tourism and investigate the potential for new North Sea ferry routes.
- Ensure our ports can support new developments and innovation, such as growth in the offshore wind industry.
- Explore better use of our main rivers as transport arteries.
- Further improve integration between the Shields Ferry and other forms of transport.





Flying the flag for the region the future for air travel

- Make our airports the preferred choice for people in the North East and surrounding areas.
- Build on the success of direct flights from Newcastle to the US and Dubai by supporting new routes to China and the Far East.
- Increase capacity on Newcastle airport's existing runway, extend terminal facilities and support growth.
- Improve public transport links.

Promote an efficient, safe and sustainable freight sector.



Moving freight

- Promote an efficient, safe and sustainable freight sector as a major employer and driver for growth.
- Support the North East Freight Partnership to raise standards and provide accurate routeing and mapping.
- Develop a Strategic Rail Freight Interchange as part of moves to encourage a shift from road transport while growing overall business.
- Work with all partners to move freight away from road transport wherever possible.





“Expand rapid vehicle charging points through the region.”

Innovation

- Develop and expand the successful Urban Traffic Management and Control Centre to promote public transport and reduce congestion.
- Expand rapid vehicle charging points through the region with a common standard across communities, integrated with Highways England’s strategic network.
- Encourage the spread of Car Club sites, especially for Electric Vehicles (EVs).
- Promote ultra-low emission buses, taxis and freight vehicles, while supporting the development of alternative fuels and power sources.
- Promote North East universities and businesses as global leaders in research and technology for sustainable urban development.



“Support existing proposals to improve roads.”

Roads fit for purpose

- Invest to alleviate congestion and collision hot spots.
- Create well-maintained road space that is safe for all, with good access to key employment and development sites.
- Support existing proposals to improve roads including M1 extension to Gateshead, A1 dualling in Northumberland, Western Bypass enhancements and A19 junction upgrades.
- Consider further proposals if they are consistent with carbon reduction.
- Work with Highways England on A66 and A69 investment to improve cross-Pennine traffic.
- Offer car users better information on journey times, delays, parking and public transport alternatives.
- Reallocate road space to more sustainable forms of transport.





Joining it all together

- Ensuring that our transport system promotes economic growth.
- Working with health colleagues to ensure people can get to health facilities.
- Promote healthy transport choices including walking and cycling.
- Making sure that new developments and regeneration plans are 'transport friendly' and promote walking, cycling, public transport and car sharing.
- Improving interchange between different forms of transport.
- Working together to unify our existing different policies on:
 - taxi licensing,
 - bus and 'no car' lanes
 - the times they apply, what vehicles are allowed in them and so on,
 - planning applications
 - where these impinge on neighbouring areas.

Ensuring that our transport system promotes economic growth.

Devolution

As we said at the start, the North East Combined Authority needs to take on new responsibilities and secure new funding, to allow our transport system to be developed by the people who live and work here.

The North East Devolution Agreement includes the following provisions for transport for the North East Combined Authority:

- Devolution of transport powers and funding.
- A local transport budget for many years to come, covering all relevant local highways and sustainable travel funding.
- A potential long-term funding programme for Metro investment including fleet replacement, possible expansion of the Metro network and integration with local rail services.
- Responsibility for the new Northern and Transpennine rail franchises from April 2016, in partnership with other Authorities across the North and the Department for Transport.
- A fully multi-modal smart ticketing and transport information network across the North East and beyond.
- Support for our plans for bus franchising.
- Work with national agencies (Highways England, Network Rail, HS2) on a joint agreement specifying improvements for the national road and rail network across the North East.
- A locally-devolved Highways Fund, committed over a multi-year period.



