



Joint Transport Committee Overview and Scrutiny Committee

Thursday, 19th September, 2019 at 2.00 pm

Meeting to be held in a Committee Room 1, Sunderland Civic Centre

AGENDA

	Page No
1. Apologies for Absence	
2. Declaration of Interests	
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 last meeting held on 18 July 2019	3 - 6
4. Joint Transport Overview and Scrutiny Committee Work Programme	7 - 22
5. North East Transforming Cities Fund - Programme Development	23 - 52
6. Aviation 2050	53 - 62
7. Date and Time of Next Meeting	

The next meeting will take place on 19 December 2019 at 2pm at South Shields Town Hall.

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To All Members

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JOINT TRANSPORT COMMITTEE, OVERVIEW AND SCRUTINY COMMITTEE

DRAFT MINUTES FOR APPROVAL

Thursday 18 July 2019, 2pm

Meeting held Gateshead Civic Centre, Blaydon Room

Present:

- David Taylor-Gooby (Chair)
- Andy Clark (Vice Chair)

Councillors:

- M Clarke - Durham Council
- R Manchester - Durham Council
- J Eagle - Gateshead Council
- J Kelly - Sunderland City Council
- O Avery - Newcastle City Council
- G Stone - Newcastle City Council
- R Glindon - North Tyneside Council
- S Graham - North Tyneside Council
- G Sanderson - Northumberland Council

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from the following:

- R Crute - Durham City Council
- A Batey - Durham City Council
- I Patterson - Gateshead Council
- A Ellison - South Tyneside Council
- J McCabe - South Tyneside Council
- P Stewart - Sunderland City Council
- G Castle - Northumberland Council

2 DECLARATIONS OF INTEREST

RESOLVED:

(i) Councillor Eagle of Gateshead Council declared an interest as an employee of Nexus but made the Committee aware he has legal dispensation to be a part of the OSC.

3 MINUTES OF THE PREVIOUS MEETING HELD ON

RESOLVED:

(i) The minutes of the last meeting held on 14 March 2019 were agreed as a correct record.

4 WILLIAMS RAIL REVIEW

The Committee received a report to inform the Committee of the review of the UK rail industry chaired by Keith Williams of the Williams Rail Review and the North East's responses to it.

The reasons for responding to the review were highlighted within the report noting that that they would, amongst other things, deliver better outcomes for existing and future passengers and deliver a more locally accountable rail network.

It was stated that the responses to date on the Williams review, both from the North East and also from Transport for the North and others, all advocate changes to how local and regional services are specified and managed. It was also noted that the North East and Tees Valley have jointly commissioned work to explore high level options for local devolution.

A further summary of the report was provided which highlighted that the physical size and self-contained nature of the North East local railway presents the opportunity to develop a devolved, locally controlled concession of a size that creates a manageable operation but one which is also of sustainable and viable size.

It was noted that a devolved North Eastern Railway may initially seek a North Eastern Railway Concession type arrangement. It was also noted that another option is to have a franchise within a franchise arrangement within a wider contract.

The Committee were advised that following a Joint Transport Committee invitation, Roger Marsh, a Williams Review Team member, has agreed to meet members of the Joint Transport Committee and North East Local Enterprise Partnership on 4 July 2019. It was noted that together with TfN the North East proposes to further develop a business case over the summer to be ready for the Williams review outcome in the Autumn.

It was highlighted that there are no specific financial implications directly arising from the report to Committee. It was also stated that the revenues and risks associated with

differing rail devolution options will form part of the business case development over the summer months.

A copy of the response sent to the review on behalf of the North East Joint Transport Committee was appended within the report for the Committees information.

A comment was made stating that the debate to devolve services was interesting but that it was unclear as to whether a sub-regional franchise would be sustainable due to smaller passenger numbers than those in the North West and Yorkshire.

Concern was also noted that due to the North of Tyne Mayor joining the Joint Transport Committee, Newcastle would not have a 'seat at the table' to influence changes to the system. A desire for a new station on Gateshead Quays was also expressed since the loss of the Gateshead Town Centre station following the introduction of the Metro system in 1980.

A discussion took place on the need to increase the use of rail services for the delivery of freight; it was also argued that this would reduce air pollution by removing heavy goods vehicles from local roads. A comment was also made that North East bodies have a reputation for being aspirational and 'punching above their weight'.

The Committee were advised that a response to the review is expected in September.

RESOLVED:

- (i) The Committee noted the contents of the report.

5 JOINT TRANSPORT COMMITTEE FORWARD PLAN AND SCRUTINY WORK PROGRAMME

The Committee received a report to consider the items on the Joint Transport Committee Forward Plan for the current 28-day period and to discuss items for the Work Programme for 2019-20.

The Committee requested that the following be considered for inclusion on the 2019-20 Work Programme:

- Regionwide Bus Strategy (for Tyne and Wear and beyond)
- Bus Services between hospitals - to scrutinize the connectivity between health and transport services
- Climate Change in relation to the Regional Transport Strategy (noting that a climate change emergency has been declared)
- Update on 'Transforming Cities'

RESOLVED:

- (i) The Committee reviewed the current Forward Plan and considered items for exploration in more detail for the Work Programme 2019/20.

6/7 TYNE TUNNEL UPDATE

The Committee received a report to provide an update on the refurbishment works undertaken at the Tyne Pedestrian and Cyclist Tunnels.

This item was considered at the exclusion of the press and public by virtue of paragraphs 3, 5 and Part 1 of Schedule 12A of the Local Government Act 1972.

Resolved:

- (i) The Committee noted the contents of the report.

8 DATE AND TIME OF THE NEXT MEETING

The next meeting will take place on 19 September 2019 at 2pm.



North East Joint Transport Committee, Overview and Scrutiny Committee

Date: 19 September 2019

Subject: Joint Transport Committee Forward Plan and Scrutiny Work Programme

Report of: Monitoring Officer

Executive Summary

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

Recommendations

The Overview and Scrutiny Committee is recommended to:

- i. Agree the suggested work programme.

1. Background Information

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

Role of Overview and Scrutiny

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

Requests for Special Urgency / General Exception

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

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

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

Annual Work Programme - Update

- 1.9 The most recent version of the work programme has been compiled to allow the Overview and Scrutiny Committee the opportunity to consider items that will be of regional importance to the Joint Transport Committee, and items previously raised by Members. It is appended to this report.
- 1.10 The work programme is also designed to give an overview of all performance, decision-taking and developments within the Joint Transport Committee, as well as being focused and flexible to allow for new issues and recognising the capacity of the scrutiny committee to respond in a timely way to emerging developments throughout the year. The Plan allows the Committee to take a longer term view than the JTC Forward Plan, adding a longer term perspective to the Committee's work. Advantages of a longer-term perspective is the opportunity to gain a deeper understanding of matters and to allow for more constructive engagement and scrutiny.
- 2. Proposals**
- 2.1 The Committee is asked to review and agree the suggested work programme.
- 3. Reasons for the Proposals**
- 3.1 To provide an opportunity for Committee members to input on any additional items as part of continued planning for the Work Programme for 2019/20.
- 3.2 The work programme will be refreshed and updated at each meeting of the Committee throughout the year.
- 4. Alternative Options Available**
- 4.1 There are no alternative options available.
- 5. Potential Impact on Objectives**
- 5.1 Development of a work programme and review and scrutiny of decisions in the JTC Forward Plan will contribute towards the development and implementation of the policy framework of NECA, NTCA, Nexus and the North East LEP as well as providing appropriate challenge to decisions taken.

6. Financial and Other Resources Implications

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

7. Legal Implications

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

8. Key Risks

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

9. Equality and Diversity

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

10. Crime and Disorder

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

11. Consultation/Engagement

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

12. Other Impact of the Proposals

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

13. Appendices

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

14. Background Papers

14.1 None.

15. Contact Officers

15.1 Mike Barker
email: mikebarker@gateshead.gov.uk
Telephone: 0191 433 2100

16. Sign off

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

17. Glossary

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



Forward Plan of Decisions

Published 21 August 2019 *

The Forward Plan for the North East Combined Authority (NECA) is prepared and published by the Monitoring Officer for the purpose of;

- A. Giving 28 days' notice of key decisions that are planned to be taken by the NECA, its Boards, Committees or Chief Officers
- B. Complete transparency about decisions – the Plan also includes an overview of non-key decisions to be taken by the Combined Authority or its Chief Officers

Included within the Forward Plan are decisions that are to be made by:

- [NECA Committees](#)
- [North East Joint Transport Committees](#)
- [Officers under delegation \(Delegated Decisions\)](#)

Unless otherwise indicated, if you require any further information or wish to make representations about any of the matters contained in the Forward Plan please contact the appropriate officer as detailed against each entry at least 7 days before the meeting.

***The most recent entries are referred to as “NEW”. Updated entries are referred to as “Updated”. Items withdrawn since the last publication are referred to as “Withdrawn” and following that will be removed altogether.**

Further information about the Forward Plan and NECA Decision Making can be found in ‘The Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017’ and the NECA Overview and Scrutiny Committee’s Decision Making Protocol which can be found at <http://northeastca.gov.uk/wp-content/uploads/2018/08/NECA-Decision-Making-Protocol.pdf>

North East Joint Transport Committees

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
North East Joint Transport Committee (JTC)							
JTC 3 (a)	17 Sept 2019 Standing Item	Non-key	Joint Transport Committee	Regional Transport Update To provide an update on the latest transport issues in the region	None	Tobyn Hughes Managing Director Transport North East (0191) 203 3246 tobyn.hughes@nexus.org.uk	Public
JTC 3 (b)	17 Sept 2019	Non-key	Joint Transport Committee	North East Rail Devolution Update To provide an update on further work undertaken to develop a North East Rail Devolution proposition and to seek support to invite the members of Tees Valley Combined Authority Transport Committee meeting (including TVCA Mayor) to a joint meeting with the Joint Transport	North Eastern Railways Devolution Phase 2 report by Systra Transport consultants	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
				Committee (including the North of Tyne Mayor) to agree a joint approach to the next steps.			
JTC 3 (c)	17 Sept 2019	Non-key	Joint Transport Committee	<p>Discharge of Transport Functions by Northumberland County Council 2018/19</p> <p>The purpose of the report is to advise the committee of how Northumberland County Council has discharged the transport functions delegated to it for 2018/19.</p>	None	<p>Stuart McNaughton Strategic Transport Policy Officer 07827 873139 stuart.mcnaughton@northumberland.gov.uk</p>	Public
JTC 3 (d)	17 Sept 2019	Non-key	Joint Transport Committee	<p>Capital Programme Monitoring Report</p> <p>To provide the Joint Transport Committee with the latest monitoring report for the 2019/20 capital programme.</p>	None	<p>John Hewitt Chief Finance Officer John.hewitt@durham.gov.uk 03000261943 Eleanor Goodman Principal Accountant</p>	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
						Eleanor.goodman@northeastca.gov.uk 0191 2777518	
JTC 3 (e)	17 Sept 2019	Non-key	Joint Transport Committee	Revenue Budget Monitoring Report To provide the Joint Transport Committee with the latest monitoring report for the 2019/20 revenue budget.	None	John Hewitt Chief Finance Officer John.hewitt@durham.gov.uk 03000261943 Eleanor Goodman Principal Accountant Eleanor.goodman@northeastca.gov.uk 0191 2777518	Public
North East Joint Transport Committee Tyne and Wear Sub-Committee (TWSC)							
JTC TW 2 (a)	19 Sept 2019 Standing item	Non-key	Tyne and Wear Sub-Committee	Nexus' Corporate Risks 2019/20 To present members with Nexus' Corporate Risk Register for 2019/20. The	None	Tobyn Hughes Managing Director Transport North East	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
				report identifies the corporate risks for 2019/20 including any mitigating actions put in place.		(0191) 203 3246 tobyn.hughes@nexus.org.uk	
JTC TW 2 (b)	19 Sept 2019 Standing Item	Non-key	Tyne and Wear Sub-Committee	Monitoring Nexus' Performance 2019/20 To provide members with an update on Nexus' corporate performance for 2018/19 including Metro performance.	Nexus Corporate Plan 2019/20 https://northeast.ca.gov.uk/wp-content/uploads/2019/01/JTC-Tyne-and-Wear-Sub-Committee-31-January-2019-Agenda-Pack.pdf	Tobyn Hughes Managing Director Transport North East (0191) 203 3246 tobyn.hughes@nexus.org.uk	Public
JTC TW 2 (c)	19 Sept 2019	Non-key	Tyne and Wear Sub-Committee	Draft Nexus Equality and Diversity Strategy To provide an overview of the emerging 2019 Equality and Diversity Strategy for Nexus and the key actions proposed.	None	Helen Mathews Head of Corporate Planning, Nexus (0191) 203 3455 Helen.mathews@nexus.org.uk	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
JTC TW 2 (d)	19 Sept 2019	Non-key	Tyne and Wear Sub-Committee	Metro Driver Resources To provide Members with an update as to reasons for driver shortages on the Tyne and Wear Metro, the impact that this has had on the service and to set out what Nexus is doing to address the issue.	TWSC Report – 21 November 2018, 'Tackling Metro Performance Issues'.	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Private (By virtue of paragraph(s) 1 & 4 of Part 1 Schedule 12 A of the Local Government Act 1972.
JTC TW 2 (e)	19 Sept 2019	Non-key	Tyne and Wear Sub-Committee	Tyne Tunnels Update To provide Members with an update on issues relating to the Tyne Tunnels.	Tyne Tunnels Update Reports-available from the contact officer.	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public
North East Joint Transport Committee Overview and Scrutiny Committee (JTC Overview and Scrutiny Committee)							
JTC OS 2 (a)	19 Sept 2019 (Standing	Non-key	JTC Overview and	Joint Transport Committee Overview and Scrutiny Work	Held by the Contact Officer	Mike Barker 0191 433 2100 mikebarker@gate	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
	Item)		Scrutiny Committee	Programme To receive the latest version of the annual work programme.		shead.gov.uk	
JTC OS 2 (b)	19 Sept 2019	Non-key	JTC Overview and Scrutiny Committee	North East Transforming Cities Fund – Programme Development To provide an overview of bid preparation and how the proposals have been prioritised including the process for dealing with the possibility that the full requested funding will not be allocated	Transforming Cities Fund – Tranche 2 Bid report to Joint Transport Committee 18 th June 2019. https://northeast.ca.gov.uk/wp-content/uploads/2019/06/JTC-Agenda-Pack-18.6.19-1.pdf	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public
JTC OS 2 (c)	19 Sept 2019	Non-key	JTC Overview and Scrutiny Committee	Aviation 2050 To provide Members with an overview of the draft Aviation 2050 Strategy and JTC response to consultation which closed on 20 June 2019.	The Government's draft Aviation Strategy 2050 can be found at: https://www.gov.uk/government/consultations/av	Rachelle Forsyth-Ward, Strategic Transport Advisor 0191 2116445 rachelle.forsyth-ward@northeastca.gov.uk	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
					iation-2050-the-future-of-uk-aviation		
North East Joint Transport Committee Audit Committee (JTC Audit Committee)							
JTC AC 1 (a)	12 Sept 2019	Non-key	JTC Audit Committee	Tyne Pedestrian Tunnel Update To provide an update on the Tyne and Pedestrian Tunnel	Reports available from the Contact Officer.	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Private (By virtue of paragraph(s) 3 & 5 of Park 1 Schedule 12 A of the Local Government Act 1972.
JTC AC 1 (b)	12 Sept 2019	Non-key	JTC Audit Committee	Transforming Cities Fund – Tranche 2 Bid To provide an overview of the Transforming Cities Fund Tranche 2 Bid	Transforming Cities Fund – Tranche 2 Bid report to Joint Transport Committee 18 th June 2019. https://northeastca.gov.uk/wp-	Tobyn Hughes Managing Director, Transport North East 0191 203 3246 Tobyn.hughes@nexus.org.uk	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
					content/uploads/2019/06/JTC-Agenda-Pack-18.6.19-1.pdf		
JTC AC 1 (c)	12 Sept 2019	Non-key	JTC Audit Committee	Joint Transport Committee Internal Audit Plan 2019/20 To consider and comment on the proposed Internal Audit Plan for 2019/20	None	Tracy Davis Senior Manager – Assurance, Sunderland City Council 0191 5612861 tracy.davis@sunderland.gov.uk	Public
JTC AC 1 (d)	12 Sept 2019	Non-key	JTC Audit Committee	Review of the Effectiveness of Internal Audit To note the results of the external review of the effectiveness of the Internal Audit service provided by Sunderland City Council	None	Tracy Davis Senior Manager – Assurance, Sunderland City Council 0191 5612861 tracy.davis@sunderland.gov.uk	Public
JTC AC 1 (e)	12 Sept 2019	Non-key	JTC Audit Committee	Review of the Joint Transport Committee Terms of Reference	None	Tracy Davis Senior Manager – Assurance,	Public

Reference Number	Decision expected to be made on or within 60 days of	Decision Type: Key or Non-Key	Decision Maker	Details of Decision to be taken	Additional Documents for consideration	Contact Officer	Decision to be made in Public or Private (and relevant category of exemption)
				To consider the Audit Committee Terms of Reference and agree any proposed changes		Sunderland City Council 0191 5612861 tracy.davis@sunderland.gov.uk	
JTC AC 1 (f)	12 Sept 2019	Non-key	JTC Audit Committee	Joint Transport Committee Draft Strategic Risk Register To consider and comment on the proposed Strategic Risk Register for the Joint Transport Committee	None	Tracy Davis Senior Manager – Assurance, Sunderland City Council 0191 5612861 tracy.davis@sunderland.gov.uk	Public

**Joint Transport Committee: Overview and Scrutiny Work Programme
September - December 2019**

Standing Items for each Committee Meeting:

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

Source of work programme and items of importance:

The Overview and Scrutiny Committee obtains work programme items from the following sources:

- a) Items submitted by Members of the Committee (and including items referred by other members of the Combined Authority);
- b) Suggestions from Officers
- c) The Budget and Policy Framework; Transport Plan
- d) The JTC Forward Plan;
- e) The Proper Officer for Transport
- f) Evidence for any policy review work regarding Transport

Suggested Work Programme 2019 – 2020

Meeting Date	Subject
19 September 2019	Transforming Cities Fund Bid Aviation 2050
19 December 2019	Studies for Metro Expansion Position Statement – bus services
19 March 2020	Transport Plan

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



North East Joint Transport Committee Overview and Scrutiny Committee

Date: 19 September 2019

Subject: North East Transforming Cities Fund – Programme Development and Funding

Report of: Managing Director, Transport North East

Type of Item Briefing

Purpose of the report

This report provides the Committee with an overview of the process followed to identify, sift and prioritise sustainable transport schemes included in the North East’s Transforming Cities Fund capital investment programme bid. A copy the JTC report from 18 June 2019, which approved the content and submission of the bid is attached as an Appendix to this report.

The report identifies the next stages of the process and the actions that will be taken to administer and prioritise schemes to match funding subsequently received from the DfT should it fall short of the amount requested as part of the bid.

Recommendations

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

Guiding Principles for Scrutiny Members:

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

- consider any added value that Scrutiny can bring
 - promote effective discussion and consider the information in the report
1. The impact the matter has on individuals in the community and across the North East Combined Authority

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

1. Background Information and current context

- 1.1 In March 2018 the Department for Transport (DfT) launched a Call for Proposals for city region authorities wishing to obtain capital funding from its Transforming Cities Fund (TCF). The TCF has been established to fund capital infrastructure works that will deliver transformational benefits to sustainable and public transport users.
- 1.2 An Expression of Interest from the North East region was submitted June 2018¹ and the North East (Northumberland, Tyne and Wear and County Durham) is one of twelve city regions shortlisted to submit bids for a share of £1.28bn of capital funding. A draft bid was submitted to DfT in June 2019², in the form of a Strategic Outline Business Case that supports an ambitious investment programme. Approval for submission of this draft bid was given by the Joint Transport Committee on 18 June 2019, the report considered by the Committee is included at Appendix 1.

2. Key Issues and challenges

Overview of Bid Preparation

- 2.1 The Regional Transport Team (RTT) has led the preparation of our TCF funding bid. The bid was developed based on collaborative working between the Regional Transport Team, Nexus and the individual local authority Economic Directors and Transport Leads. Worked commenced in November 2018 and has been ongoing since then. Resources within the RTT have been boosted temporarily to enable production of a high quality bid.
- 2.2 The focus of the RTT has been to develop a programme of schemes that are eligible for funding, meet our regional priorities for sustainable transport investment and are subject to a rigorous sifting and prioritisation process. To achieve this, we undertook the following tasks:
- Compile a long list of schemes;
 - Sift the schemes to ensure they meet the requirements of TCF;
 - Prioritise the schemes based on their fit with our regional objectives and with DfT's objectives for TCF;
 - Fit the schemes into a coherent programme, respecting the DfT's requirement for high, medium and low cost programme scenarios; and
 - Assemble the programme into five thematic packages related to Buses, Cycling/Walking, City Centre Environments, Park & Ride and Metro/Local Rail.
- 2.3 The approach to these tasks is explained at paragraphs 2.3 and 2.4 of the JTC report included at Appendix 1. This report also shows which schemes

¹ <https://northeastca.gov.uk/documents/neca-transforming-cities-application-pdf/>

² <https://northeastca.gov.uk/documents/transforming-cities-fund-tranche-2/>

that have been included in the resulting TCF programme.

2.4 The DfT requires that three funding scenarios are included in our bid – high cost, medium cost and low cost scenarios:

- The high cost scenario includes all schemes on the shortlist, this scenario asks for £380m of TCF funding.
- The medium cost scenario includes all schemes on the shortlist that achieved a ranking score of 8 or more, this scenario asks for £362m of TCF funding.
- The low cost scenario includes all schemes on the shortlist that achieved a ranking score of 9 or more, this scenario asks for £335m of TCF funding.

2.5 In considering the report at Appendix 1, JTC members made it clear that they endorsed the ambition demonstrated in these cost scenarios, in terms the scale of investment in the programme as a whole and in its five thematic packages. The £380m bid in our high cost scenario represents 30% of the overall TCF pot available to the twelve bidding cities, whereas a “fair share” based on population would suggest an allocation of £250m to £300m.

2.6 JTC members discussed and endorsed the approach to include both of the large rail schemes in the programme:

- the reopening of the Northumberland Line to regular passenger services between Ashington and Newcastle; and
- the Metro Flow scheme that will allow Nexus to dual the Metro track between Pelaw and Tyne Dock, enabling the operation of more frequent and reliable Metro services across the whole network.

Members emphasised that both of these schemes were vital to the region due to the transformative impacts that they will have on our economy and environment.

2.7 The Committee also endorsed a £83m investment in bus improvement measures across the North East region, recognising the significant benefits the measures will have on our economy and environment. The package represents the largest investment in bus measures in a generation, bringing significant benefits to bus passengers and the operators of bus services. Indeed, the package has been developed in close co-operation with bus operators. Furthermore, JTC members instructed officers to work with bus operators to develop a further pipeline of schemes that will tackle bus congestion and improve travelling conditions for bus passengers – this study has now commenced.

Allocation of TCF Funding

2.8 The DfT guidance states that funding will be allocated to successful bidders in two ways. Schemes with a capital cost of over £40m will be “retained” by DfT. The funding associated with those schemes will be set aside within DfT and

the Department's officials will use their usual assurance process to sign off the detailed development of each scheme (Outline Business Case) and then release funding for their construction following a procurement phase (Full Business Case).

- 2.9 For all other schemes in the programme, the funding will be devolved to the region and will be distributed using a local assurance framework. This framework will ensure the detailed development of each scheme meets the programme requirements. The framework will also ensure each scheme can be constructed within the cost and timescale constraints of the programme. This assurance framework must be tailored to ensure that any specific grant funding conditions imposed by DfT are discharged. We do not yet know what the conditions might be, beyond those already stated in the guidance and set out in Appendix 1, Table 2.
- 2.10 The region already has an adopted transport assurance framework that has been used to distribute devolved funding received from previous funding streams. This assurance framework is in the process of being reviewed to ensure it reflects recent governance changes in the region, and to ensure it meets the specific requirements of the TCF guidance. The review will ensure that the assurance framework strikes a balance between being rigorous enough to ensure good transport outcomes, while being flexible enough to avoid becoming unduly onerous for scheme promoters. Funding for resources to manage this assurance framework over a 3 year delivery period has been requested as part of our TCF programme.
- 2.11 At this stage we do not know the level of devolved funding that will be available to the region. In the event that the funding available is not sufficient to deliver every scheme in our programme, our initial proposal will be to allocate funding to schemes using the method of prioritisation deployed when developing the programme. We will then use the assurance framework to ensure that the programme's objectives are delivered and good value for public money is secured throughout the detailed development and procurement phases.

3. Principles of decision making

- 3.1 The programme of schemes and the draft Strategic Outline Business Case referred to in this report have been the subject of consultation with various officer groups amongst the seven local authorities and Nexus, as well as benefitting from extensive consultation and engagement with external stakeholders, including bus operators, major employment parks and major retail destinations.

4. Potential Impact on Objectives

- 4.1 A successful TCF bid will attract considerable additional funding to the North East's transport network, increasing the use of public transport, increasing the use of sustainable transport and reducing reliance on the private car for more trips. These impacts will have a positive effect on the economic, social and environmental objectives set out in our Strategic Economic Plan, Local

Industrial Strategy, local air quality plans and will help inform a future North East Transport Plan. The funding will also assist in delivering the local air quality improvements required in order to meet global and national transport carbon emissions targets.

5. Financial and Other Resources Implications

- 5.1 In line with DfT requirements the draft SOBC submitted in June 2019 includes a High Cost (total £450.492m with a TCF ask of £379.715m and match funding requirement of £70.777m), Medium Cost (total £431.092m TCF ask of £362.295m and match funding requirement of £68.797m) and a Low Cost (total £400.808m with a TCF ask of £335.082m and match funding requirement of £65.726m) programme of works.
- 5.2 The programme has been developed in line with bidding requirements and was developed based on collaborative working between the Regional Transport Team, Nexus and the individual local authority Economic Directors and Transport Leads.
- 5.3 The availability of match funding to complement the individual schemes was confirmed with LA7 Directors of Resources prior to submission of the bid.

6. Legal Implications

- 6.1 Should the bid be successful, it is anticipated it will be subject to terms and conditions applied by the Department for Transport in a funding agreement or offer letter which will be the subject of a further report to the Joint Transport Committee.

7. Equality and Diversity

- 7.1 A successful TCF bid will enable a broader range of public transport and sustainable transport options to be available to more people in the North East. The specific needs of people with mobility problems will be considered during the design phase of each scheme within the programme, to ensure that equality of access is achieved and enhanced. The safety and security requirements of vulnerable people will also be considered during this design phase to ensure that a diverse range of people from across our communities can enjoy the benefits of the resulting investment.

8. Crime and Disorder

- 8.1 At this stage there are no specific crime and disorder issues identified with this programme.

9. Other Impacts

- 9.1 It is likely that a successful TCF bid will have significant beneficial impact on the businesses of transport operators, key employment sites and employers in the North East. In addition it is likely that improved access to educational opportunities will be delivered. Finally, greater use of sustainable and public transport modes will lead to improved health outcomes for people living and

working in the North East.

10. Next Steps

10.1 From June 2019 until November 2019 the Tranche 2 programme and its Strategic Outline Business Case is being further developed in discussion with DfT. The final SOBC will be brought to the November 2019 meeting of the Joint Transport Committee for approval prior to submission to Government before the deadline on 28 November 2019.

10.2 Government has indicated that all bidding city regions will be advised of their allocation from the Transforming Cities Fund in early 2020. The schemes funded by that allocation will then need to be delivered between 2020 and 2023.

11. Appendices

11.1 Appendix 1: Joint Transport Committee report on Transforming Cities Fund Bid, approved 18 June 2019

12. Background Papers

12.1 Department for Transport TCF Tranche 2 Guidance – click [here](#).

13. Contact Officers

13.1 Mike Scott, TCF Project Lead
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Tel: 0191 433 4424

14. Sign off

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

15. Glossary

15.1 DfT – Department for Transport
TCF – Transforming Cities Fund

BCR – Benefit:Cost Ratio, a Government value for money measure for public sector investments

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North East Joint Transport Committee

Date: 18 June 2019
Subject: North East Transforming Cities Fund Bid - Update
Report of: Managing Director, Transport North East

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The
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e of this report is to provide details of the Strategic Outline Business Case (SOBC) prepared to support a bid from the North East region for funding from the Government's Transforming Cities Fund (TCF). This is our second bid for TCF funding, from the Tranche 2 allocation, following our successful Tranche 1 bid submitted in January 2019. The SOBC demonstrates how an ambitious investment programme will be a strategic driver for economic, social and environmental improvement.

In line with DfT requirements the TCF Bid includes High Cost (total TCF ask of £377.3m), Medium Cost (total TCF ask of £359.9m) and a Low Cost (total TCF ask of £331.1m) programmes of works. The programme has been developed in line with bidding requirements and has been developed based on collaborative working between the Regional Transport Team, Nexus and the individual local authority Economic Directors and Transport Leads.

The programme offers economic, social and environmental benefits that significant outweigh its construction costs, showing that this investment in our region will deliver high value for money.

Recommendations

The Joint Transport Committee is recommended to:

- i. approve submission of the North East Region's draft Transforming Cities Fund Tranche 2 bid to the Department for Transport, based on the programme of schemes set out in Appendix 2 and described in the draft Strategic Outline Business Case summarised in Appendix 3; and

- ii. should any final amendments to the draft SOBC be required by this Committee prior to submission to DfT, approval of these amendments will be delegated to the Committee Chair.

1. Background Information

1.1 In March 2018 the Department for Transport (DfT) launched a Call for Proposals for city region authorities wishing to obtain capital funding from its Transforming Cities Fund (TCF). The TCF has been established to fund capital infrastructure works that will deliver transformational benefits to sustainable and public transport users. An Expression of Interest from the North East region was submitted June 2018¹ and the North East (Northumberland, Tyne and Wear and County Durham) is one of twelve city regions shortlisted to submit bids for a share of £1.28bn of capital funding. This report sets out the North East region's ambitious proposal to draw down a share of that funding.

2. Proposals

2.1 The TCF process represents a considerable opportunity for the North East to secure major capital investment in our urban transport network. The competitive nature of the process means that complying with the guidance received from DfT is critical to our success. Guidance is clear that TCF funding is only available for investment in public transport and sustainable transport measures - it is not available for road schemes or other car-based schemes. The Government's objectives for TCF are clearly set out in Guidance and shown at Table 1².

Drive up productivity through improved connections between urban centres and suburbs	Improve access to work and deliver growth	Encourage use of Future Mobility Services
Tackle air pollution and reduce carbon emissions	Deliver more homes	Deliver apprenticeships and improve skills

Table 1: Objectives for Transforming Cities Fund Tranche 2

2.2 Guidance is clear about the cohesive and transformational nature of the programme that DfT expects to be submitted by bidding city regions, stating that:

“The Fund is not aimed at packages that simply deliver large numbers of unconnected smaller interventions across the board as these are unlikely to be transformational in their own right; it is seeking coherent programmes of interlinking interventions which will transform connectivity in key commuter routes in city regions.”

2.3 The Regional Transport Team has worked closely with scheme promoters to

¹ <https://northeastca.gov.uk/wp-content/uploads/2018/06/Transforming-Cities-Fund-Free-Format-Version.pdf>

² Paragraphs 1.8-1.10, “Transforming Cities Fund, Supplementary Guidance for Shortlisted City Regions: Tranche 2”, Department for Transport, January 2019

develop our programme of schemes to be submitted to Government. A long list of schemes was provided by public sector and private sector stakeholders the region. A process was then followed to:

- sift the long list of schemes based on key attributes that are included in TCF guidance, as set out in Table 2³;
- rank the sifted schemes against TCF objectives as set out in Table 1; and
- use that ranking to develop the medium cost scenario programme, plus alternative high cost and low cost scenarios (as required by DfT⁴).

<p style="text-align: center;">Deliverable</p> <p>This programme must be delivered between 2020 and 2023, free of legislative or institutional barriers</p>	<p style="text-align: center;">Objectives</p> <p>The programme and its components must deliver on the objectives set out for TCF, and our regional equivalents</p>	<p style="text-align: center;">Value for Money</p> <p>Every component of the programme, and the programme itself, must deliver good value for the investment of public funds</p>
<p style="text-align: center;">Ambition</p> <p>The programme must be ambitious and transformational, driving real change in transport use</p>	<p style="text-align: center;">Match Funding</p> <p>The programme and its components must be capable of attracting match funding from alternative public sector, and private sector, sources</p>	<p style="text-align: center;">Regional Support</p> <p>The programme must garner widespread support regionally, and work hand in hand with other regional programmes</p>

Table 2: Key attributes guiding scheme sifting for Transforming Cities Fund Tranche 2

2.4 The outcome of this ranking exercise for each shortlisted scheme is shown at Appendix 1. The schemes in the medium cost, high cost and low cost scenario programmes are shown at Appendix 2. These ambitious programmes request a funding settlement from DfT between £333m in the low cost scenario and £377m in the high cost scenario. These programmes feature:

- Significant investment in the infrastructure that supports our Bus Corridors, Walking and Cycling Corridors, City Centre Gateways and Park & Ride network.
- Major investment in our local Metro and rail networks, in the form of:
 - the Metro Track Dualling scheme, which will improve service reliability across the network and enable the daytime Metro frequency to increase on the South Shields to St James (via coast) Line and the South Hylton to Airport Line from five to six trains per hour.
 - The Northumberland Line scheme, which will reintroduce passenger rail services from four stations in South East Northumberland and North Tyneside to central Newcastle.

³ This exercise identified schemes in the long list that were duplicated, schemes that overlapped and were able to be simplified, schemes that did not comply with the key sifting criteria and schemes that were withdrawn from this particular programme by promoters. Schemes not progressing through this sifting will form a pipeline of regional projects to be bought forward in future funding bids.

⁴ Paragraph 3.6, "Transforming Cities Fund, Supplementary Guidance for Shortlisted City Regions: Tranche 2", Department for Transport, January 2019

2.5 DfT requires that our bid for funding is submitted as an analysis of the Tranche 2 programme set out in a Strategic Outline Business Case (SOBC). A summary of this SOBC can be found at Appendix 3. The full draft SOBC to be submitted to DfT in June can be viewed [here](#).

2.6 Once the draft SOBC is submitted, the Regional Transport Team and DfT will commence 'co-development' discussions that will advance the draft SOBC further, prior to the final submission to DfT on 28 November 2019. This co-development process is welcomed as it will ensure the DfT become invested in our programme and support it as its detail develops. It is likely that this process will suggest changes to our Tranche 2 programme of schemes, which will be communicated to members for their approval.

3. Reasons for the Proposals

3.1 The proposals set out in Section 2 of this report are focussed on attracting significant additional investment in the North East's public transport network (Metro, bus and rail) and sustainable transport network (cycling and walking). This investment will assist in boosting our economy, expanding opportunities for work and training and contribute to achieving environmental objectives.

4. Alternative Options Available

4.1 Option 1 is to submit a SOBC to Government in support of our bid for Transforming Cities Fund resources, as set out in Section 2 of this report.

4.2 Option 2 is to halt work on our Transforming Cities Fund bid and end our involvement in the bidding process set up by DfT. This approach would mean that the potential benefits of significant investment in sustainable transport, public transport and future mobility will be lost.

4.3 Option 1 is the recommended option.

5. Next Steps and Timetable for Implementation

5.1 Between June 2019 and November 2019 the Tranche 2 programme and its Strategic Outline Business Case will be further developed in discussion with DfT, as described in paragraphs 2.26 and 2.27. Government has indicated that all bidding city regions will be advised what is their allocation of the Transforming Cities Fund in early 2020. The schemes that can be funded by that allocation will then be delivered between 2020 and 2023.

6. Potential Impact on Objectives

6.1 A successful TCF bid will attract considerable additional funding to the North East's transport network, increasing the use of public transport, increasing the use of sustainable transport and reducing reliance on the private car for more trips. These impacts will have a positive effect on the economic, social and environmental objectives set out in our Strategic Economic Plan, Local Industrial Strategy, local air quality plans and will help inform a future North East Transport Plan. The funding will also assist in delivering the local air quality improvements

required in order to meet global and national transport carbon emissions targets.

7. Financial and Other Resources Implications

7.1 In line with DfT requirements the SOBC attached includes a High Cost (total £448.0m with a TCF ask of £377.3m and match funding requirement of £70.7m), Medium Cost (total £428.6m TCF ask of £359.9m and match funding requirement of £68.7m) and a Low Cost (total £398.6m with a TCF ask of £331.1m and match funding requirement of £65.5m) programme of works.

7.2 The programme has been developed in line with bidding requirements and has been developed based on collaborative working between the Regional Transport Team, Nexus and the individual local authority Economic Directors and Transport Leads.

7.3 There are no human resource or ICT implications associated with this report

8. Legal Implications

8.1 Should the bid be successful, it is anticipated it will be subject to terms and conditions applied by the Department for Transport in a funding agreement or offer letter which will be the subject of a further report to the Committee.

9. Key Risks

9.1 The key risk associated with this project relate to the production of a strong programme of schemes that meet DfT guidance, and the production of a strong business case to support investment in that programme. Resources have been added to the Regional Transport Team and regular meetings and briefings have been convened in order that these two key risks have been mitigated effectively.

10. Equality and Diversity

10.1 A successful TCF bid will enable a broader range of public transport and sustainable transport options to be available to more people in the North East. The specific needs of people with mobility problems will be considered during the design phase of each scheme within the package to ensure that equality of access is achieved and enhanced. The safety and security requirements of vulnerable people will also be considered during this design phase to ensure that a diverse range of people from across our communities can enjoy the benefits of the resulting investment.

11. Crime and Disorder

11.1 At this stage there are no specific crime and disorder issues identified with this programme.

12. Consultation/Engagement

12.1 The content of this report has been the subject of consultation with various officer groups amongst the seven local authorities and Nexus, as well as benefitting from extensive consultation and engagement with external

stakeholders, including bus operators, major employment parks and major retail destinations.

13. Other Impact of the Proposals

13.1 It is likely that a successful TCF bid will have significant beneficial impact on the businesses of transport operators, key employment sites and employers in the North East. In addition it is likely that improved access to educational opportunities will be delivered. Finally, greater use of sustainable and public transport modes will lead to improved health outcomes for people living and working in the North East.

14. Appendices

- 14.1
- Appendix 1 – Ranking of Schemes included in the Medium Cost Programme, High Cost Programme and Low Cost Programme
 - Appendix 2 – Details of Schemes included in the Medium Cost Programme, High Cost Programme and Low Cost Programme
 - Appendix 3 – Schemes in Medium Cost Programme, High Cost Programme and Low Cost Programme, arranged by thematic package and TCF Key Corridor

15. Background Papers

- 15.1 North East TCF Expression of Interest – click [here](#).
- 15.2 Department for Transport TCF Tranche 2 Guidance – click [here](#).

16. Contact Officers

16.1 Mike Scott, TCF Project Lead
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17. Sign off

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

18. Glossary

DfT – Department for Transport

TCF – Transforming Cities Fund

BCR – Benefit:Cost Ratio, a Government value for money measure for public sector investments

APPENDIX 1

Ranking of Schemes included in the Medium Cost Programme, High Cost Programme and Low Cost Programme

Code	Scheme name	Scheme promoter	Summary	Total cost	TCF ask	Ranking against TCF objectives
NX03	Twin tracking of Metro line between Pelaw and Bede / Metro capacity enhancement	Nexus	The Metro twin tracking scheme entails Nexus taking over the existing single track freight line that runs parallel to the remaining single track sections of Metro between Pelaw and Tyne Dock. This will enable Metro trains to operate on two tracks, as elsewhere across the network, bringing extra capacity and resilience to the entire network. Completing this twin tracking project will enable Nexus to increase the daytime frequency of Metro trains from five per hour to six per hour across the network. The cost of the scheme covers the physical track works required to allow Metro trains to access both lines, the erection of overhead catenary on the current freight line and the provision of five new Metro trains. Freight trains will still be able to run over the tracks taken over by Nexus	£117,300,000	£108,400,000	12
NO01	Northumberland Line	Northumberland County Council	The Northumberland Line proposals will introduce passenger trains on the existing freight railway between Ashington, Bedlington, Blyth, Northumberland Park and the East Coast Main Line at Benton. Trains will operate hourly between Newcastle and Ashington, more regularly in peak hours. Stations will be constructed at Ashington, Bedlington Station, Newsham (for Blyth) and Northumberland Park (integrating with Metro services). Further stations may be constructed in future, but these require regulatory permissions that cannot be obtained within the funding timeframe of TCF. The principal cost items for this project are the upgrade of several level crossings to accommodate a more frequent train service and the provision of new stations, parking and highway infrastructure	£117,216,520	£99,400,000	12
NT02	Improvements to North Shields transport hub	North Tyneside Council	Redevelopment of Wellington Street West site and former Co-op site to secure step-free, covered access between Metro and bus, limited new retail and improved public realm, cycle hub, improved cycling and walking links into interchange, bus priority measures on routes into town centre and Shields Ferry landing	£25,000,000	£22,500,000	8
NE02	Newcastle Central Station – Central Gateway	Newcastle City Council	<ul style="list-style-type: none"> • East Concourse - new access ramp to improved car park/public realm; access from Orchard Street, upgrade Orchard Street and Clavering Place tunnels • Westmorland Road junction upgrade 	£21,700,000	£18,400,000	10
ST08	South Shields to	South Tyneside	South Shields to Newcastle City Centre and to Durham City Centres:	£17,500,000	£11,000,000	10

Code	Scheme name	Scheme promoter	Summary	Total cost	TCF ask	Ranking against TCF objectives
a	Newcastle Bus corridor improvements	Council	<ul style="list-style-type: none"> • Whiteleas Way Bus Lane • Stanhope Road / Boldon Lane Junction • Boldon / Tiled Level Crossing Removal - New Bridge • New Road / Boker Lane Junction • Boldon ASDA/ New Road / Junction Improvements 			
NE01	Transforming Newcastle City Centre	Newcastle City Council	<p>Significant upgrades to Newcastle City Centre. This includes:</p> <ul style="list-style-type: none"> • Pedestrian priority on key streets • Public transport improvements and priority • Improvements to junctions such as Gallowgate/Percy Street; Market St/John Dobson St and Market St/Pilgrim St • Provision of cycle infrastructure linking east to west infrastructure • Upgrades to Intelligent Transport Systems to place all junctions within the urban core on UTC • New and enhanced bus stop provision throughout the Bus Loop, including improvements to Market Street • Potential upgrade to New Bridge Street access • Cycling upgrade between St Nicholas St/Bigg Market Junction and Swan House Roundabout to provide continuous segregated cycling between Jesmond and Gateshead • Improvements to Cycling provision on Claremont Road and access from Town Moor 	£15,000,000	£12,250,000	11
SU03	Sunderland Central Station redevelopment	Sunderland City Council	The project comprises the construction of a new railway station building on the footprint of the existing site which incorporates access to the Metro and heavy rail services. TCF bid comprises the southern access element of the scheme. Subsequent phases consist of northern access and reopening of a third platform	£14,000,000	£12,600,000	11
NE04	Newcastle Outer West	Newcastle City Council	Improvements to junctions (typically the replacement of roundabouts with signalised controls and links to UTMC). Particularly around Stamfordham Road and Ponteland Road. These would be able to give increased priority to public transport using the corridor	£12,000,000	£4,100,000	9
DU07	Durham bus station	Durham County Council	Demolition of existing life-expired bus station and replaced with a new building on the current site. Improved facilities including new toilets,	£8,500,000	£4,250,000	9

Code	Scheme name	Scheme promoter	Summary	Total cost	TCF ask	Ranking against TCF objectives
			increased floor to ceiling height to provide more light and space, removal of retail units to provide more passenger circulation space, and relocation of DIRO stands away from a retaining wall which currently impacts on bus manoeuvres			
NX04	Strategic park and ride sites – Follingsby park and ride and links to IAMP and Callerton Parkway	Nexus	Development of a bus-based park and ride site at Follingsby, linking IAMP and Follingsby business parks with the wider region - 600 space car park with bus waiting facilities and provision for new mobility services. Capacity doubled at existing park and ride site at Callerton, whilst future proofing for further development, increasing provision for disabled parking, electric vehicle charging points, cycle infrastructure, and providing enhanced walking and cycling routes on the site. The scheme will also include enhanced bus facilities to enable local bus services to drop off and pick up from the site.	£7,500,000	£6,760,000	12
SU05	Inner ring road improvements (bus priority)	Sunderland City Council	Removal of congestion pinch points on St Michaels Way, providing bus priority measures, improved public transport links, journey time saving and congestion relief. Includes Trimdon Street roundabout, High Street West junction, Chester Road junction, Priestman Roundabout and Park Lane Interchange access junction	£7,000,000	£6,300,000	10
NT08	Bus priority improvements along A188/A189 corridor phase 1	North Tyneside Council	<ul style="list-style-type: none"> • Bus priority improvements along A188/A189 corridor including Four Lane Ends interchange • Enhancement of existing park and ride facility at Four Lane Ends interchange. <p>The possible provision of a new bus Park & Ride site in the A189 corridor (between Northumberland and Newcastle) will be considered as part of phase 2 of this project.</p>	£6,219,000	£4,500,000	10
DU01	Walking and cycling improvements	Durham County Council	Improved walking and cycling links into the city as well as links to Sunderland and Newcastle: <ul style="list-style-type: none"> • Pedestrian bridge at Milburngate House • Pedestrian improvements along South Road corridor • North West residential cycling links and A691 links • Sunderland Road cycling links and Belmont Business Park walking and cycling links 	£6,142,478	£3,981,604	9
SU10	A690 route action plan	Sunderland City Council	Aim is to provide bus priority measures, improve journey times and reliability, and reduce junction delays. Provide safety improvements for vulnerable road users. Junctions include, Barnes Gyatory, Grindon Lane, North Moor Road, Board Inn roundabout. Better CCTV and UTM C connectivity.	£6,000,000	£5,400,000	10
NE03	Newcastle – North Tyneside	Newcastle City Council	New cycling infrastructure providing a link between A1058 Coast Road Cycle Route to Newcastle urban core (Newcastle/North	£5,600,000	£5,000,000	6

Code	Scheme name	Scheme promoter	Summary	Total cost	TCF ask	Ranking against TCF objectives
	strategic cycling infrastructure		Tyneside Boundary to John Dobson Street) and secondary link between A1058 and Haddricks Mill			
SU09	Chester Road bus corridor	Sunderland City Council	To provide bus priority measures resulting in journey saving time (particularly public transport). Includes junctions at the Royalty, Broadway, Grindon Lane and Greenwood Road. To improve pedestrian links. To provide a gateway to the University and the City. Better CCTV and UTMC connectivity	£5,600,000	£5,040,000	10
GA05	MetroGreen sustainable access	Gateshead Council	Sustainable transport package to support development around the Metrocentre. A range of new and improved walking and cycling facilities and improved conditions for buses, including specific priority measures	£5,000,000	£4,500,000	10
GA09	Great North Cycleway – A167 Birtley to Eighton Lodge	Gateshead Council	Upgrading of cycle links on main Great North cycle route corridor from borough boundary with County Durham to Kells Lane. Creation of shared use footway on one or both sides of carriageway. Improvements to junctions, side roads and crossings along the route. Vigo Lane roundabout converted to signalised junction incorporating toucan facilities	£5,000,000	£4,500,000	6
NT10	Healthy bus and Metro	North Tyneside Council	Infrastructure measures to deliver high quality cycling and walking linkages to Bus and Metro stations (Four Lane Ends, Palmersville, Northumberland Park, Shiremoor, Whitley Bay)	£5,000,000	£4,500,000	10
SU07	Holmeside / Sunderland station car park	Sunderland City Council	To provide park and ride facilities for national and local rail passengers encouraging modal transfer- linked to Holmeside proposals. Includes electric vehicle charging infrastructure. The location of the scheme is approximately 150m from the southern entrance to Sunderland Station, the upgrade of station facilities is included in SU03. The plans are currently for a 160 multi storey car park with retail facilities at ground floor level, this could be downscaled to a surface level car park or upscaled to include more storeys	£5,000,000	£4,500,000	10
DU02	Park and ride expansion, Durham City	Durham County Council	Expansion of existing Sniperley bus-based park and ride site and the creation of an additional site at Stonebridge to meet forecast demand and inclusion of EV charging	£4,500,000	£2,700,000	10
SU15	Strategic cycle network A690 corridor	Sunderland City Council	Construction of new cycleways links into employment areas, including provision of a crossing over the A19 by raising the parapets on the existing Herrington accommodation bridge	£4,000,000	£3,600,000	7
NX02	Park and ride enhancements	Nexus	New smart / digital ticket solutions to enhance the attractiveness of park and ride and facilitate integration between modes and enhancing information provision to encourage use. Provision of data to support	£3,600,000	£3,240,000	8

Code	Scheme name	Scheme promoter	Summary	Total cost	TCF ask	Ranking against TCF objectives
			<p>UTMC data and VMS. Improvements to car parks to enhance perceptions of safety and security including improved CCTV and lighting. At following sites:</p> <ul style="list-style-type: none"> • Northumberland Park • Four Lane Ends • Callerton • Regent Centre • Stadium of Light • Bank Foot 			
ST04	Healthier Metro stations	South Tyneside Council	Develop Chichester and Tyne Dock Metro stations to improve connections through on carriageway solutions to improve walking and cycling routes to the metro stations and public realm improvements to improve access to stations. Schemes looks at measures to improve the car parking offer, where possible looking to introduce EV charging points	£3,450,000	£2,800,000	10
GA10	A184 cycle route	Gateshead Council	Creation of new shared use pedestrian and cycle route along north side of A184 (Felling Bypass) and improvement of facilities for crossing side roads with traffic signals	£3,000,000	£2,700,000	7
NE08	Newcastle Streets for People	Newcastle City Council	Improving cycling and walking corridors to Metro stations and major bus interchanges, using the format of the successful Streets for People Programme funded by the Cycle City Ambition Fund. Proposed at Fawdon/Kingston Park Metro, Byker Metro and Ouseburn Valley, and Denton or Lemington bus routes	£3,000,000	£2,800,000	10
ST08 b	South Shields to Sunderland Bus corridor improvements	South Tyneside Council	<p>South Shields to Sunderland City Centre:</p> <ul style="list-style-type: none"> • Westoe Fountain / Dean Road / Sunderland Road Junction • The Nook PT Improvements • A183 Bus Lane into Whitburn 	£2,500,000	£2,000,000	10
GA01	West Tyneside cycle route (upgrading existing routes)	Gateshead Council	Upgrading of existing cycle routes along A1 corridor. Links the North/South Great North cycle route in Harlow Green area to East/West Keelmans Way, via Team Valley and Metrocentre / MetroGreen area, continuing to Blaydon	£2,000,000	£1,800,000	9
GA13	Keelmans Way improvements	Gateshead Council	Western section of the route is in danger of being lost due to river erosion in two locations – major bank stabilisation works (possibly river dredging) are required to protect and reinstate the route. Improvements also required immediately east of Wylam railway	£1,800,000	£1,620,000	5

Code	Scheme name	Scheme promoter	Summary	Total cost	TCF ask	Ranking against TCF objectives
			station where the gradient and alignment of the route is poor and an old set of barriers impede movement			
GA07	Askew Road	Gateshead Council	Provision of new pedestrian cycle facilities to provide access to housing development sites – access to bus stops and removal of existing concrete footbridge	£1,711,000	£1,540,000	9
GA08	Hills Street and Gateshead Quays sustainable access	Gateshead Council	Upgrading of pedestrian, cycle and public transport environment on key link to Tyne Bridge: <ul style="list-style-type: none"> Provision of a segregated cycleway alongside a new north/south road through the Baltic quarter Improved pedestrian/cycle provision in the Tyne Bridgehead area including Hills Street Improvements to the pedestrian, cycle and public transport environment on Hawks Road 	£1,500,000	£800,000	10
GA11	A195 bus lane	Gateshead Council	Northbound bus lane on A195 north of A194(M) on the approach to its junction with New Road. Buses using the route link Heworth interchange with Follingsby/Washington/Houghton le Spring	£1,200,000	£1,080,000	10
SU04	Holmeside bus rationalisation and priority measures	Sunderland City Council	Reassigning of highway use and provision of improved pedestrians and cyclist facilities, reducing through vehicle movements in the City Centre core: <ul style="list-style-type: none"> Super crossing provision Signalised shuttle working Potential one way system 	£1,000,000	£900,000	10
NE07 / NO02	Callerton - Airport -Ponteland cycle route	Northumberland County Council (lead); Newcastle City Council	Connection between Newcastle Airport, Callerton and Ponteland using existing disused rail alignment in Northumberland and offroad alignments where possible. Links into development in Ponteland and Airport Enterprise Zone	£800,000	£700,000	8
IN01	Intu cycle storage	Intu	<ul style="list-style-type: none"> Secure cycle storage facility for use by all staff working across intu Eldon Square plus access for the wider cycling population in the city Potential for providing a changing facility for walkers, joggers and runners coming into the City Centre Space for Sustrans' activities to further promote active travel 	£605,600	£300,000	10

Code	Scheme name	Scheme promoter	Summary	Total cost	TCF ask	Ranking against TCF objectives
			<p>opportunities – Dr Bike, maintenance space, public bike hire, guided rides etc</p> <ul style="list-style-type: none"> Potential for co-location of Tourist Information services for the wider benefit of the those visiting the city 			
GA16	Gateshead Interchange bus lane	Gateshead Council	A reconfiguration of the north bound bus lane out of Gateshead interchange towards Newcastle. Current arrangements has been causing delays to GNE buses due to need to switch lanes under traffic signal control on the approach to Askew Road. This route carries almost all Gateshead to Newcastle buses	£500,000	£450,000	9
DU03	Bus priority measures	Durham County Council	Bus priority measures on the approaches to Durham City in Gilesgate (102m bus lane extension) and Shincliffe (252m inbound bus lane)	£349,080	£232,720	8
DU04	Durham rail station access improvements	Durham County Council	Improving the pedestrian access to Durham City - new stair facilities linking the A691 with the rail station southbound platform	£200,000	£133,333	8
ITS01	ITS Package of works - Regionwide	Regionwide – being developed by Gary Macdonald (AECOM)	Intelligent Transport Systems (ITS) technology is required to facilitate corridor-based improvements across the region and to support non-corridor schemes. ITS will collect data from various sources and implement strategies to better inform mode and departure time choice. The scheme specifically focuses on carbon reduction through improved traffic flow and improving the reliability of motorised modes. The scheme provides the foundations for a Future Grand Mobility Challenge that will see a phased roll-out of ride-sharing and slow modes as alternatives to single-occupancy car travel whilst improving conditions for public transport users. The scheme will also support the development of Future Mobility Zones for the area	TBC	TBC	11

APPENDIX 2

Schemes in Medium Cost Programme, High Cost Programme and Low Cost Programme, arranged by thematic package and TCF Key Corridor

North East TCF Tranche 2 Bid Medium Cost Programme

Total TCF Ask
£359.9m

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Thematic Package	Schemes by Corridor	Cost	TCF Ask
Transforming Bus Corridors	<p> ■ North and South ■ Banks of Tyne ■ Cities and Airport ■ River Wear </p> <p>A188/A189 Bus Corridor ■; Hills Street/Gateshead Quays ■; A195 Bus Lane ■; Gateshead Interchange Bus Lane ■; North Shields Transport Hub ■; South Shields-Newcastle Bus Improvements ■; South Shields-Sunderland Bus Improvements ■; Durham Bus Priority ■; Durham Bus Station ■; Holmeside Bus Rationalisation ■; Sunderland Inner Ring Road Bus Improvements ■; Chester Road Bus Corridor ■; A690 Route Action Plan ■</p>	£82.9m	£64.5m
Transforming Cycling and Walking Corridors	<p>Newcastle Outer West ■; Airport-Ponteland Cycle Route ■; Intu Cycle Storage ■; West Tyneside Cycle Route ■; Metro Green Sustainable Access ■; Askew Road Cycle Route ■; Newcastle Streets for People ■; North Tyneside Metro Cycle/Walk Links ■; South Tyneside Healthy Metro Access ■; Durham Walking/Cycling Improvements ■</p>	£39.7m	£27.0m
Transforming City Centre Gateways	<p>Newcastle Central Gateway ■; Transforming Newcastle City Centre ■; Sunderland Central Station ■; Sunderland Station Car Park ■; Durham Rail Station Access ■</p>	£55.9m	£47.9m
Transforming Park and Ride	<p>Metro Park & Ride Enhancements ■ ■; Follingsby and Callerton Park & Ride ■ ■ ■; Durham Park & Ride Expansion ■</p>	£15.6m	£12.7m
Delivering Metro and Local Rail Strategy	<p>Northumberland Line ■; Metro Twin Tracking (capacity enhancements) ■ ■ ■</p>	£234.5m	£207.8m

North East TCF Tranche 2 Bid High Cost Programme

Total TCF Ask
£377.3m

Thematic Package	Schemes by Corridor	Cost	TCF Ask
Transforming Bus Corridors	<p> ■ North and South ■ Banks of Tyne ■ Cities and Airport ■ River Wear </p> <p>A188/A189 Bus Corridor ■; Hills Street/Gateshead Quays ■; A195 Bus Lane ■; Gateshead Interchange Bus Lane ■; North Shields Transport Hub ■; South Shields-Newcastle Bus Improvements ■; South Shields-Sunderland Bus Improvements ■; Durham Bus Priority ■; Durham Bus Station ■; Holmeside Bus Rationalisation ■; Sunderland Inner Ring Road Bus Improvements ■; Chester Road Bus Corridor ■; A690 Route Action Plan ■</p>	£82.9m	£64.5m
Transforming Cycling and Walking Corridors	<p> ■ North and South ■ Cities and Airport ■ Banks of Tyne ■ River Wear </p> <p>Birtley to Eighton Lodge ■; Newcastle & North Tyneside Strategic Cycle Links ■; Newcastle Outer West ■; Airport-Ponteland Cycle Route ■; Intu Cycle Storage ■; West Tyneside Cycle Route ■; Metro Green Sustainable Access ■; Askew Road Cycle Route ■; A184 Cycle Route ■; Keelmans Way ■; Newcastle Streets for People ■; North Tyneside Metro Cycle/Walk Links ■; South Tyneside Healthy Metro Access ■; Durham Walking/Cycling Improvements ■; A690 Strategic Cycle Network ■</p>	£59.1m	£44.4m
Transforming City Centre Gateways	<p> ■ North and South ■ Cities and Airport ■ River Wear </p> <p>Newcastle Central Gateway ■; Transforming Newcastle City Centre ■; Sunderland Central Station ■; Sunderland Station Car Park ■; Durham Rail Station Access ■</p>	£55.9m	£47.9m
Transforming Park and Ride	<p> ■ North and South ■ Cities and Airport ■ Banks of Tyne ■ River Wear </p> <p>Metro Park & Ride Enhancements ■ ■; Follingsby and Callerton Park & Ride ■ ■ ■; Durham Park & Ride Expansion ■</p>	£15.6m	£12.7m
Delivering Metro and Local Rail Strategy	<p> ■ North and South ■ Cities and Airport ■ Banks of Tyne ■ River Wear </p> <p>Northumberland Line ■; Metro Twin Tracking (capacity enhancements) ■ ■ ■</p>	£234.5m	£207.8m

North East TCF Tranche 2 Bid Low Cost Programme

Total TCF Ask
£333.1m

Thematic Package	Schemes by Corridor	Cost	TCF Ask
Transforming Bus Corridors	<p> ■ North and South ■ Banks of Tyne ■ Cities and Airport ■ River Wear </p> <p>A188/A189 Bus Corridor ■; Hills Street/Gateshead Quays ■; A195 Bus Lane ■; Gateshead Interchange Bus Lane ■; South Shields-Newcastle Bus Improvements ■; South Shields-Sunderland Bus Improvements ■; Durham Bus Station ■; Holmeside Bus Rationalisation ■; Sunderland Inner Ring Road Bus Improvements ■; Chester Road Bus Corridor ■; A690 Route Action Plan ■</p>	£57.5m	£41.7m
Transforming Cycling and Walking Corridors	<p>Newcastle Outer West ■; Intu Cycle Storage ■; West Tyneside Cycle Route ■; Metro Green Sustainable Access ■; Askew Road Cycle Route ■; Newcastle Streets for People ■; North Tyneside Metro Cycle/Walk Links ■; South Tyneside Healthy Metro Access ■; Durham Walking/Cycling Improvements ■</p>	£38.9m	£26.3m
Transforming City Centre Gateways	<p>Newcastle Central Gateway ■; Transforming Newcastle City Centre ■; Sunderland Central Station ■; Sunderland Station Car Park ■</p>	£55.7m	£47.8m
Transforming Park and Ride	<p>Follingsby and Callerton Park & Ride ■ ■ ■; Durham Park & Ride Expansion ■</p>	£12.0m	£9.5m
Delivering Metro and Local Rail Strategy	<p>Northumberland Line ■; Metro Twin Tracking (capacity enhancements) ■ ■ ■</p>	£234.5m	£207.8m

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APPENDIX 3

North East Region TCF Tranche 2 Programme – Summary of Draft SOBC

- 1 This appendix provides a summary of the draft Strategic Outline Business Case to be submitted to DfT on 20 June 2019. The full document can be viewed [here](#).

The Strategic Case

- 2 The Strategic Case builds a high level narrative about the challenges faced by the region: this includes a description of the economic, social and environmental challenges, as well as direct transport challenges. The current policy context in the North East region is critical to this assessment, ranging from the Strategic Economic Plan and the emerging Local Industrial Strategy through to Local Transport Plans, the Metro & Local Rail Strategy and other supporting strategies. The Strategic Case then describes the current transport problems experienced in the region that emerge from these challenges and explains how our Tranche 2 programme can help to address those problems. Because the Tranche 2 programme has a wide geographical coverage and envisages multi-modal investment, the Strategic Case is high level. The contribution of the Tranche 2 programme towards achieving the TCF objectives set out in Table 1 is at the heart of the Strategic Case, with particular emphasis on delivering improved economic productivity through transport investment.

- 3 The Strategic Case concludes that our Tranche 2 programme will have a transformational impact on the economy and environment in the region, by opening up new job opportunities, widening labour markets, improving access to skills and training opportunities and contributing to improving the local environment by encouraging a switch of trips from cars to sustainable transport modes. This is achieved in three ways:

- By investment in two large schemes that improve access within the city region by rail and Metro;
- By investment in city centre transport gateways that improve local and long distance connectivity by rail; and
- Through investment in smaller but equally significant schemes that, coupled with past infrastructure investment, provide coherent improvements to connectivity by bus, cycling, walking and Park & Ride in key corridors and city centres.

The Economic Case

- 4 The Economic Case then builds on the findings of the Strategic Case and explores quantitatively and qualitatively how the Tranche 2 programme of investments can bring economic benefits to people and businesses in the North East region. At the heart of the Economic Case is a quantitative appraisal of the time savings and travel utility benefits experienced by existing and new users of public transport and sustainable transport modes. This is encapsulated in a calculation of the long term economic benefits of the programme, which are compared to the economic costs of delivering that programme. This comparison of the benefits and costs

demonstrates that for every pound spent on the Tranche 2 programme the region will enjoy benefits worth around £2.50 (that is, the benefit:cost ratio or BCR is around 2.50⁵).

- 5 The Economic Case also identifies a range of other wider economic benefits that the programme will deliver, including the ‘agglomeration’ benefits that arise from bringing industries and businesses ‘closer together’ by investing in key transport links.

The Commercial Case

- 6 The commercial case provides information about how the Tranche 2 programme will be delivered. An outline procurement strategy is provided that sets out how scheme promoters in the region will develop the design of their schemes in more detail, procure them and manage the delivery phase to ensure that they are delivered on time and to budget. The commercial case also identifies the key partnerships that will be formed to both deliver the schemes and then realise the full benefits of the investment.

The Financial Case

- 7 The financial case sets out all financial aspects of our bid. It explains the capital costs of our Tranche 2 programme and identifies the match funding that has been sourced locally to support the bid for funding. Considerable effort has been expended to ensure that the financial details of this case are correct and can be delivered by each scheme promoter once funding is made available. While not covered in detail in this draft SOBC, the final SOBC will also explain how the whole life costs of the Tranche 2 programme will be met through enhanced revenue streams and local maintenance budgets.

The Management Case

- 8 The management case sets out when the elements of the programme will be delivered (a project plan), identifies what risks are associated with delivery of the Tranche 2 programme and explains how those risks will be mitigated by the scheme promoters in the region (a risk register). The Government is intending to devolve funding for all but the largest schemes⁶ in the programme to the region and requires us to explain how that devolved funding will be managed and overseen to ensure the schemes are delivered and the benefits of the programme realised. The management case therefore sets out how existing structures and partnerships will be used to govern delivery of the Tranche 2 programme once the funding has been allocated. Our existing experience in the region of delivering major transport investments is an important factor in assuring Government that this devolved funding will be placed in safe hands in the North East.

SOBC Conclusions

⁵ This is a provisional BCR figure, which will be updated by officers at the JTC meeting.

⁶ Those schemes with a capital value over £40m.

- 9 The Strategic Outline Business Case remains in draft form, but nevertheless provides Government with a compelling case for ambitious investment in our region. The benefits of our programme considerably outweigh the costs, our ability to deliver is exemplary and the links between this programme of transport investments and the wider economic, social and environmental challenges and opportunities in the region are clearly set out.

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North East Joint Transport Committee Overview and Scrutiny Committee

Date: 19 September 2019

Subject: Aviation 2050 consultation response

Report of: Managing Director, Transport North East

Type of Item: Briefing

Executive Summary

This report provides members of the Overview and Scrutiny Committee with an overview of the process undertaken by the JTC to respond to the Aviation 2050 consultation.

The report identifies that consultation on the Aviation 2050 Green Paper was launched December 2019 and closed 20 June 2019. The consultation sought feedback on proposals for a new national aviation strategy, which seeks to:

- Develop a partnership for sustainable growth which meets rising passenger demand whilst reducing the impact on the environment and local communities,
- Improve the passenger experience through the use of technology and innovation, a passenger charter and action to reduce delays at the border,
- Building on the UK's success to establish new global connections.

The report explains that LA7 Heads of Transport Group, LA7 Economic Directors and LA7 Chief Executives were consulted on the drafting of the response. JTC Members were then asked for their views at a briefing session on 18 June, there being insufficient time for the matter to be considered by the formal Committee.

A response was submitted to the Department for Transport on 20 June 2019 and is attached to the report for members consideration.

Recommendations

The Overview and Scrutiny Committee is recommended to consider the consultation and approval process undertaken by the JTC in responding to the Aviation 2050 consultation.

Guiding Principles for Scrutiny Members:

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

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

1. Background Information and current context

1.1 The consultation on the Aviation 2050 Green Paper was launched December 2019 and closed 20 June 2019. The consultation sought feedback on proposals for a new national aviation strategy.

1.2 The draft strategy focuses on the following:

- Developing a partnership for sustainable growth which meets rising passenger demand whilst reducing the impact on the environment and local communities,
- Improving the passenger experience through the use of technology and innovation, a passenger charter and action to reduce delays at the border,
- Building on the UK's success to establish new global connections.

2. Key Issues and challenges

2.1 National aviation policy is of great interest and importance to the North East given its potential to influence the success of Newcastle International Airport and therefore the region's economy. It was therefore considered necessary to respond to the consultation.

2.2 Although aviation policy does not strictly fall within the remit of the JTC it was considered appropriate for the two Combined Authorities to submit a joint response under the auspices of the JTC.

2.3 At the time the consultation response was being developed, all local authorities in the region were considering proposals to declare 'Climate Change Emergencies'. Many local authorities have subsequently made such declarations.

2.4 Also at the time a 'rescue plan' for Tees Valley Airport was being developed by its owners, which include Durham County Council.

3. Principles of decision making

3.1 The LA7 Heads of Transport Group, LA7 Economic Directors and LA7 Chief Executives were consulted on a draft response and were given the opportunity to comment.

3.2 JTC Members were asked for their views at a briefing session on 18 June, there being insufficient time for the matter to be considered by the formal Committee.

3.3 A response was submitted to the Department for Transport on 20 June 2019.

4. Potential Impact on Objectives

4.1 Implementation of the draft Aviation 2050 strategy can have a significant

impact on the economy and environment, therefore it was important that the JTC responded to the consultation.

- 4.2 The response made the case for additional measures to support regional airports which will deliver economic growth and align with the North East Strategic Economic Plan.

5. Financial and Other Resources Implications

- 5.1 There are no specific financial implications arising from this report. There are no Human Resource or ICT implications.

6. Legal Implications

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

7. Equality and Diversity

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

8. Crime and Disorder

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

9. Other Impacts

- 9.1 No specific impacts.

10. Next Steps

- 10.1 The Department for Transport is currently reviewing responses and will feed back in due course.

11. Appendices

- 11.1 The final consultation response which was submitted to the Department for Transport is appended to this report.

12. Background Papers

- 12.1 The draft consultation document which the JTC responded to is available to read here:

www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation

13. Contact Officers

- 13.1 Tobyn Hughes, Managing Director, Transport North East, tobyn.hughes@nexus.org.uk

Rachelle Forsyth-Ward, Strategic Transport Advisor, [rachelle.forsyth-](mailto:rachelle.forsyth-ward@nexus.org.uk)

ward@northeastca.gov.uk. 0191 211 6445

14. Sign off

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

Annex 1

Dear Baroness Vere,

Draft North East Joint Transport Committee response to the Draft Aviation Strategy 2050 consultation

The North East Joint Transport Committee (JTC) brings together a total of seven members from each of the Constituent Authorities of the region; four members from the North East Combined Authority and three members from the North of Tyne Combined Authority. The North East Joint Transport Committee (JTC) welcomes the opportunity to comment on the Aviation 2050 strategy.

Newcastle International Airport is the North East's main international passenger gateway, connecting the region to over 80 destinations, including 6 hub airports: Heathrow, Dubai, Amsterdam, Paris, Dublin and Dusseldorf. Following the success of the daily Emirates flight between Newcastle and Dubai, the JTC actively supports the addition of more long-haul destinations from Newcastle International Airport to help attract investment, trade and inbound tourism. The seven north east local authorities have a 51% shareholding in Newcastle International Airport.

Durham County Council is also a shareholder in Durham Tees Valley Airport which connects the region to the hub airport at Schiphol, Amsterdam.

We welcome the draft Aviation Strategy and the main challenges identified, particularly the recognition given to the importance of aviation to the UK's competitiveness, connectivity and to regional economies.

Newcastle International Airport is a crucial driver of the North East economy contributing £1.16bn each year and supporting 18,900 jobs across the North East, 3,450 of which are direct jobs. The Airport handled 5.4 million passengers in 2017 and the Airport's Masterplan sets out plans to grow passenger numbers to up to 9.4 million by 2035. Development of the Airport plays a crucial role in our efforts to generate regional economic growth.

Durham Tees Valley Airport plays an important role for the local community and the connection to Aberdeen is of particular importance to the business community in the process chemical industry sector on Teesside. The Airport handled 165,000 passengers in 2012. Durham Tees Valley Airport is important to businesses in the south of the region including those in Aycliffe Business Park, NetPark (science park) and the Hitachi plant at Newton Aycliffe.

We are deeply concerned about the damaging effects of climate change, and we note that the Government wishes to meet the Commission on Climate Change's recommendations that emissions from UK-departing flights should be at or below 2005 levels in 2050. To help achieve this we would encourage the Government to increase its focus on research and the development of new technologies that could in the longer term reduce emissions from aviation. For our part we are taking steps to promote sustainable modes of surface access to our local airports, and working with the airports who have active plans in place to reduce carbon emissions and minimise energy use.

Nevertheless the importance of our local airports' growth to the region's economy cannot be understated, and we therefore encourage government to adopt a proportionate approach to aviation growth and utilise spare capacity at regional airports. We would like to stress that

the growth envisaged in Newcastle International Airport's Masterplan is within the capacity provided by the full use of the Airport's runway.

We note that the draft Aviation Strategy references the impact aircraft noise has on the health and quality of life of people living near airports and under flightpaths, and that there are health costs because of this. Measures should be taken to minimise impacts on local communities. The establishment of a Commission on Civil Aviation Noise is supported. However, we would like to stress that there is 'no one size fits all' approach to noise pollution and plans for noise reduction should be proportionate to the scale of the airport. Many of the proposed measures are appropriate for an airport the size of Heathrow, but perhaps not a smaller regional airport.

Newcastle International Airport is a regional airport serving a vast catchment area which includes Tyne and Wear, County Durham, Northumberland and Cumbria. We are disappointed that the draft strategy does not recognise Newcastle International Airport as being a regional airport with influence beyond the immediate catchment area. The introduction of the Emirates route between Newcastle and Dubai illustrates how Newcastle International Airport influences beyond the catchment area. It is important for the North East to have a strong regional airport as this minimises the need for long inefficient surface journeys to other airports such as Manchester and Edinburgh.

We are disappointed with the detail provided in the draft strategy on what Government will do to support regional airports. We would welcome Government support for regional airport development in the planning process, funds for surface access improvements, marketing support for route development. We would also ask the Government to consider the provision of funding for marketing support for inbound tourism. With the support of all the local authorities, Newcastle International Airport is carrying out marketing campaigns to attract tourists from a number of countries.

We encourage Government to consider the right balance between helping regional airports to grow and imposing measures to mitigate and guide expansion. The cumulative burden of such measures can be problematic for regional airports and should be considered by Government.

We are pleased that the Scottish Government has taken the decision not to reduce Air Passenger Duty and would like to encourage the UK Government to consider how APD could be used as a lever to encourage growth at regional airports.

We are supportive of the government's suggestion to ask the National Infrastructure Commission (NIC) to include airport capacity in future national infrastructure assessments to determine whether there is a needs case for further runways. Airport expansions, including additional runways are of regional and national significance so should form part of the NIC's activities and be kept on the national agenda.

The JTC supports the development of a third runway at Heathrow Airport. This would provide the opportunity to increase the number of daily services between the North East and Heathrow

If government intend to introduce additional capacity in the south east, in addition to a third runway at Heathrow, then we would be supportive of an extra runway at Gatwick Airport. At present, Gatwick Airport does not have capacity to accommodate flights from Newcastle International Airport. However, the construction of an additional runway would provide

capacity for flights between Newcastle and Gatwick, which will have a positive impact on the region's economy.

We welcome government's support for airports making best use of their existing runways. The growth envisaged in Newcastle International Airport's Masterplan is well within the capacity provided by the full use of the Newcastle Airport runway.

We are concerned that the Department for Transport's current passenger forecast for Newcastle International Airport underplays the potential of the regional airports and does not reflect the impact that the North East Strategic Economic Plan and Northern Powerhouse Rail are expected to have on Newcastle International Airport. Northern Powerhouse Rail will put around an extra half a million more people within 90 minutes of Newcastle. We encourage government to consider revising the modelling scenario.

The JTC welcomes Government's intention to prepare a Passenger Charter for aviation. We note that the Charter will be supported by an enhanced performance framework and expanded enforcement powers for the CAA which is welcomed. Airports should strive to deliver high customer service to all passengers and the customer experience is at the centre of Newcastle International Airport's strategy. Whilst we are supportive of a Passenger Charter, compliance with the Charter should not impose significant additional costs on airports. We welcome the use of new technologies that will place our airports at the forefront of innovation and the adoption of technology.

Whilst surface access to key transport hubs are covered in 'The Road to Zero,' we are disappointed that the sustainability chapter of the draft Aviation Strategy does not include a specific policy proposal for sustainable surface access to airports. The connectivity and cost of public transport to and from airports and their accessibility by foot and by bike as well as the reliability of road networks will all influence the choices made by passengers and freight operators on which airport to use.

We are pleased to note that the Aviation Strategy 2050 supports the growth of aviation-based freight. Air freight has a significant impact on the economy and the value of exports shipped via Newcastle International Airport is £350m per annum. Of this, the vast majority is carried on the Emirates service, which highlights the transformational effect a single long-haul scheduled service can have.

Surface access to and from airports is vital for freight as goods are often transferred from airplane to lorries for redistribution. If the road network around our airports is unable to cope with the additional vehicles then it will act as a barrier to economic growth. Therefore, in order to enable our airports to handle more freight the road network will need to have the capacity to accommodate additional traffic.

Surface access improvements should not just be limited to the road network. Measures should be taken to make sustainable travel a viable alternative to the car. Newcastle International Airport benefits from a fast, frequent and direct Metro service connecting to the national rail network at Newcastle Central Station. In 2017 12% of passengers and 4% of staff travelled to the Airport by Metro. Plans are being investigated, through Transport for the North, to improve rail connectivity through a potential direct rail connection to the Airport. which would improve access and increase the airport's catchment area. However, bus routes to the airport remain relatively undeveloped.

We are pleased that the strategy recognises that resilience and contingency plans have been developed by most airports. Government support in efforts to improve resilience is

welcomed. We agree that future aviation-based planning approvals should include resilience conditions where feasible.

The proposal to formalise an Airport Transport Forum is supported by the JTC. If this proposal is taken forward the Newcastle Forum will need to be refreshed. We encourage Government to identify ways of funding ground transport improvements to regional airports.

Thank you once again for the opportunity to comment on the draft strategy. I hope you find our comments useful. If you require any further information please feel free to contact me.

Yours Sincerely,

Councillor Martin Gannon

Chair of North East Joint Transport Committee

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