

North East Joint Transport Committee

Tuesday, 19th December, 2023 at 2.30 pm

Meeting to be held in the Bridges Room, Gateshead Civic Centre, Regent Street, Gateshead, NE8 1HH

AGENDA

Page No

1. **Welcome and 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 given to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.
3. **Minutes of the meeting held on 17 October 2023** **3 - 8**
4. **Notes of the inquorate meeting held on 23 November 2023** **9 - 14**
5. **Bus Service Improvement Plan (BSIP) Capital Programme-
Development Funding Approval** **15 - 20**
6. **Variation of the Enhanced Partnership Scheme** **21 - 110**
7. **North East Zero Emission Vehicle (ZEV) Strategy - Approval to Publish** **111 - 188**
8. **Transport Plan Progress Report** **189 - 198**
9. **Date of next meeting**

The next meeting will take place on Tuesday 16 January 2024 at 2.30pm at Gateshead Civic Centre.

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NORTH EAST JOINT TRANSPORT COMMITTEE

DRAFT MINUTES FOR APPROVAL

DATE: 17 OCTOBER 2023

Meeting held: Bridges Room, Gateshead Civic Centre

COMMITTEE MEMBERS PRESENT:

Councillor: M Gannon (Chair)

Councillors: K Kilgour, C Johnson, M Meling, G Miller and E Scott

IN ATTENDANCE:

Statutory Officers: M Barker (Monitoring Officer – Transport)
E Goodman (NECA Finance Manager)
T Hughes (Managing Director, Transport North East)

Officers: J Bailes, M Dodds, J Fenwick, A Graham, P Holmes, M Jackson, H Jones, C Massarella, T Male, P Meikle, E Reynard, P Watson and M Wilson

35. APOLOGIES FOR ABSENCE

Apologies were received from Councillor N Kemp, Councillor G Sanderson and Councillor R Wearmouth

36. DECLARATIONS OF INTEREST

There were no declarations of interest.

37. MINUTES OF THE MEETING HELD ON 19 SEPTEMBER 2023

The minutes were agreed as a correct record.

38. BUS SERVICE IMPROVEMENT PLAN – 2023 REFRESH

The first regional Bus Service Improvement Plan (BSIP) agreed by the Joint Transport Committee was published in October 2021. The plan set out ambitious targets for bus services throughout the region, including cheaper and simpler fares, and enhanced service network and infrastructure improvements to speed up buses.

The Government awarded funding of £163.5m to the Joint Transport Committee to invest in some of the projects outlined in the BSIP. This has enabled the following initiatives to be commissioned:

- A new region-wide £1 bus fare for young people aged 22 and under, across the entire region;
- A £3 unlimited travel day ticket for young people aged 22 and under, across the entire region valid on all bus, Metro and Ferry services;
- A new range of affordable multi-modal adult day tickets across the region, which will be implemented shortly;
- Free travel for people aged 18-25 who have recently left local authority care;
- Work to develop a new journey planning and public transport information website;
- The introduction of new bus and improved bus services, and the preservation of other services that would otherwise have been cut; and
- New bus priority measures to speed up buses at congested points across the region, and an upgrade to traffic signal equipment to give priority to buses that are running late.

Government requires the BSIP to be refreshed annually. The 2023 refresh has provided the opportunity to:

- Review and reaffirm the JTC's ambitions for bus;
- Continue engagement with bus users, stakeholders and the wider public;
- Update the background data which informs the BSIP; and
- Review delivery plans.

This has been achieved through a series of workshops with partners, commissioning of new market research and an extensive public engagement campaign called the Big Bus Conversation which received more than 2000 responses.

Councillor Gannon noted that the £1 single fare had a very positive impact on young people and informed the Committee that the marketing campaign for the product has been shortlisted for an industry award.

Councillor Gannon expressed his concern regarding the ongoing Go North East strike action especially for residents who have no other form of transport to travel to work or school. He urged all parties to negotiate a settlement as soon as possible and added that the industrial action could have a long term impact on bus usage.

RESOLVED: The North East Joint Transport Committee approved for publication the updated version of the Bus Service Improvement Plan.

39. TRANSPORT PLAN PROGRESS REPORT

The Committee received a report which provided an update on progress made across a number of Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving North East.'

The Committee was informed that following a request at the last meeting, a letter has been sent from the Chair to the Secretary of State for Transport regarding the rail industry consultation on possible ticket office closures.

TransPennine Express (TPE) have announced a new timetable from December 2023 which reduce services in the region. This is to enable the company to carry out driver training. This issue was debated at a recent Rail North Committee where concerns were expressed about when the full timetable would be reintroduced.

Councillor Gannon advised that TPE have provided assurance that the timetable change will be a temporary measure and accepted that was important that drivers needed to be trained. He noted that there was still an outstanding issue regarding proposed changes to the LNER timetable, following a consultation in 2022, where it was proposed that services to London would be increased by one train per hour, but this would result in a reduction by one train per hour to Manchester due to capacity issues on the East Coast Main Line. It was agreed that the Chair would write to the Rail Minister, on behalf of the Committee, to seek clarification on this issue.

The Committee were advised that despite the Government's announcement that the ban on the sale of new petrol and diesel cars would be put back to 2035, work on EV charging will continue within the timescales agreed by JTC. In addition a bid to the LEVI fund is being progressed in relation to residential access to EV charging facilities.

During his speech at the recent Conservative Party Conference, the Prime Minister announced 'Network North', a package of transport investment across

the North using funding reallocated because of the cancellation of the HS2 leg from Birmingham to Manchester.

Projects of direct interest to the North East include confirmation of A1 dualling between Morpeth and Ellingham, the Blyth Relief Road, reopening Ferryhill station and a number of other pledges. These include a commitment to extend the national adult £2 bus fare until November 2024, and to create a road resurfacing fund to tackle potholes.

Significantly the Government confirmed that the region's City Region Sustainable Transport Settlement (CRSTS2) allocation for the period April 2027 - March 2033 will be £1.85bn (around £700m of which is funding reallocated from HS2). The North East's CRSTS1 funding is £563m for transport improvements between now and March 2027 - so the next allocation is over three times the size.

Re-opening the Leamside Line was referenced in the Government's initial communications, however less than 24 hours after that announcement, reference to re-opening the line was removed from official documentation. A letter has been sent by the Chair of the JTC to the Secretary of State for Transport, Mark Harper, requesting urgent clarification on how the Leamside Line and all other projects named in Government communications will be funded. This issue led to widespread local and national coverage of the campaign to reopen the Leamside Line.

The Government also published a document entitled "Plan for Drivers" that contains a range of measures intended to support motorists, including planned new guidance on the use of bus lanes and 20 mph speed limits.

Councillor Miller agreed that clarification on how the projects would be funded needed to be provided as the scattergun approach of the Government in the announcement was not helpful for residents. He added that using the Leamside Line in an 'illustrative' way was an example of the Government levelling down the North East.

Councillor Scott agreed and felt that the region needed to continue to push for funding for the Leamside Line. She added that the announcement regarding Ferryhill station was good news for Durham.

Councillor Gannon noted that two of the schemes identified in the Network North for investment had already been completed a number of years ago. He added that any new funding for the region was always gratefully received but added that, as had happened with the Leamside Line, any announcements from the Government regarding funding can be quickly withdrawn.

RESOLVED: The North East Joint Transport Committee noted the report.

40. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED: The North East Joint Transport Committee agreed to exclude the press and public during consideration of item 7 by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

41. MINUTES OF THE CONFIDENTIAL MEETING HELD ON 19 SEPTEMBER 2023

The minutes were agreed as a correct record.

42. DATE OF NEXT MEETING

The next meeting will be held on Tuesday 21 November at 2.30pm in the Bridges Room, Gateshead Civic Centre.

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NORTH EAST JOINT TRANSPORT COMMITTEE

DRAFT NOTES FOR APPROVAL

DATE: 21 NOVEMBER 2023

Meeting held: Bridges Room, Gateshead Civic Centre

COMMITTEE MEMBERS PRESENT:

Councillor: M Gannon (Chair)

Councillors: M Meling, G Miller and G Sanderson

IN ATTENDANCE:

Statutory Officers: M Barker (Monitoring Officer – Transport)
E Goodman (NECA Finance Manager)
T Hughes (Managing Director, Transport North East)

Officers: J Bailes, J Fenwick, R Forsyth-Ward, A Graham, C Hawkins,
P Holmes, H Jones, L Keating, C Knight, C Massarella, T Male,
P Meikle, C Mordue, E Reynard and P Watson.

43. APOLOGIES FOR ABSENCE

Apologies were received from Councillor C Johnson, Councillor N Kemp and Councillor E Scott.

The Monitoring Officer advised that the meeting was inquorate. The Chair and members present agreed to continue with the meeting on an informal basis and discuss the items on the agenda, noting that no decisions could be made by the Committee today.

44. DECLARATIONS OF INTEREST

There were no declarations of interest.

45. MINUTES OF THE MEETING HELD ON 19 SEPTEMBER 2023

The minutes could not be agreed as the meeting was inquorate and would be presented for agreement to the next meeting.

46. REVENUE BUDGET PROPOSALS 2024/25 AND UPDATED FORECAST OF OUTTURN 2023/24

The Committee received an updated forecast of outturn for the transport revenue budgets for 2023/24, based on the position to 30 September 2023 and a summary of the draft transport budget and levies for 2024/25.

The transport levies and grants to Durham, Northumberland and Nexus are fixed for the current year so the outturn is in line with the original budget allocations. Durham County Council are forecasting an overspend of £0.185m in the current year which will be funded by their own reserves. This relates to increased costs on subsidised bus services. Work is under way on finalising the budget estimates for 2024/25 and these will be reported to JTC in January.

Northumberland County Council forecast of outturn shows a projected underspend against the transport grant of £0.387m relating to concessionary fares reimbursement. Work is under way on finalising the budget estimates for 2024/25 and these will be reported to JTC in January.

Nexus is forecasting an improved financial position for 2023/24, with improvements in Metro fare revenue and the generation of greater interest income on investment balances being the most significant factors. Nexus is now forecasting it will need to use £0.258m of reserves to balance the budget for the current year, which is a reduction of £7.734m against the amount originally budgeted. The outturn position is after the use of £6.300m of one-off Metro Rail Grant, which falls out next year. The 2024/25 forecasts indicate that if Nexus is to protect front line services, an increase in the 2024/25 Tyne and Wear Transport levy of £2.5m (3.7%) will be required, which is in line with the MTFP forecasts presented to the JTC in January 2023.

A break-even position is forecast on the Tyne Tunnels revenue account, where increased investment income will cover the deficit previously forecast for the year. For 2024/25 a break even budget is also forecast, on the assumption that toll increases in line with RPI are applied when the Tyne and Wear Sub Committee take their decision on tolls in January 2024.

It is proposed to continue the contribution of £10,000 per authority towards TNE which is retained from the Durham and Northumberland levies, and which contributes towards the team's work on behalf of the region. The contribution from the Tyne and Wear levy to fund central activity next year will be £2.1m (in line with current budgets) which also contributes to the work of TNE but is mainly used to meet costs relating to the former Tyne and Wear Integrated Transport Authority, namely charges for historic debt.

It is proposed that funding for TNE from the Local Transport Plan Integrated Transport Block is continued at £500,000 (£62,500 per council and Nexus). Increased interest on revenue balances is forecast and it is proposed that £8.125m is held in an earmarked reserve at the end of this financial year to be applied to support Transport activity in future years following transition to the proposed North East MCA.

The draft budget proposals will be subject to consultation and final proposals presented to the JTC at its meeting in January.

47. FORECAST OF CAPITAL OUTTURN 2023/24 – PERIOD TO 30 SEPTEMBER 2023

The Committee received an update on the 2023/24 capital programme, including expenditure to date and forecasts to the year-end based on the position at the end of September 2023 (Quarter 2).

The Transport capital programme encompasses a wide range of capital schemes, mainly delivered by the constituent local authorities and Nexus, but also investment in the two Combined Authorities' own assets, including the Tyne Tunnels.

Total capital expenditure on Transport schemes is forecast to be £262.029m, against the revised programme budget of £279.073m, forecast slippage of £17.044m (6.1%) to the year end.

Major variances include expenditure forecast on Active Travel Fund (ATF) Tranche 3 schemes which will be £14.353m (81.5%) below the revised budget of £17.612m due to delays in the approval of scheme designs by Active Travel England (ATE). Transport North East is actively engaging with ATE to progress the agreement of scheme designs so that delivery can commence.

Bus Service Improvement Plan (BSIP) capital works totalling £33.291m are forecast compared with the budget of £40.982m, slippage of £7.691m (18.8%) of schemes which will now be delivered in 2024/25. The budget figure was based on the original profile submitted with the BSIP which has subsequently been further developed.

Forecast expenditure on the Levelling Up Fund programme (£10.007m this financial year) is now included within the overall capital programme as progress is being made by government on the subsidy control checks it required before the projects are able to commence. This will involve delivery of zero emission buses and electric vehicle charging infrastructure.

The forecast variance on the Metro Asset Renewal Plan (MARP) programme is £6.134m, mostly relating to deferral of spend into 2024/25 on a number of schemes within the programme which are detailed in section 2.17 of the report.

None of the variances forecast within this report will result in any loss of funding and use of capital grants will be within the conditions set by funders.

Actual expenditure incurred to the end of September 2023 totalled £79.036m, 30% of the £262.028m forecast capital expenditure for the year.

Most of the capital investment that will be incurred during the year will be funded by government grants (£250.149m, (95.5%) of the total forecast capital expenditure) with elements of the Nexus capital programme and the Tyne Pedestrian and Cycle Tunnels works funded by earmarked reserves (£11.880m, (4.5%) of total forecast capital expenditure) held specifically for these purposes.

The report included an update on the development of the capital programme for 2024/25 and for future years, which will be presented to the JTC for agreement in January 2024.

48. CITY REGION SUSTAINABLE TRANSPORT ASSESSMENT – DEVELOPMENT FUNDING

The Committee considered a report which requested the release of £3,660,000 of the revenue funds associated with the City Region Sustainable Transport Settlement (CRSTS) to advance scheme development, as agreed by the Joint Transport Committee in February 2023.

The recommended allocations are as follows:

Lead Authority	Allocation
Gateshead Council	£287,000
Newcastle City Council	£432,000
Newcastle City Council & Gateshead Council	£196,000
Nexus	£441,000
North Tyneside Council	£363,000
Northumberland County Council	£522,000
South Tyneside Council	£192,000
Sunderland City Council	£552,000
Region (TNE on behalf of region)	£675,000
Totals	£3,660,000

The report also requested that the Committee authorise the Managing Director, Transport North East, in consultation with the Monitoring Officer and Chief Finance Officer, to initiate the procurement of consultancy support as required associated with the £675,000 regional allocation of development funds.

The Monitoring Officer advised that as the meeting was inquorate, and the report was time sensitive, that it may be necessary for the matter to be considered as an urgent item of business under the JTC's Rules of Procedure, and a decision taken under the relevant officer delegation. The Committee Members present raised no objection to this approach.

49. TRANSPORT PLAN PROGRESS REPORT

The Committee received an update on the progress made across a number of Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving North East.'

The ongoing dispute between Go North East and Unite the Union is now into its fourth consecutive week, following two previous separate week-long strikes, leading to almost all Go North East services being cancelled. This continues to have a huge impact on residents and is extremely detrimental to the region.

Plans to close the majority of ticket offices in England, proposed by train operators, have been cancelled. Transport Secretary, Mark Harper, said the proposals did not meet "the high thresholds" set by the government. Train operators were required to consult Transport Focus and London Travel Watch to provide passengers a chance to have their say. The consultation received 750,000 responses and had sparked concern from disability groups and unions.

The rail industry is understood to be preparing a potential new timetable for the East Coast Mainline from December 2024, although details have not been made public at this stage. Separately the Rail Minister has confirmed that a Network Rail-prepared business case to increase capacity on the line will be considered by the Department for Transport next Spring.

Councillor Sanderson raised his concerns over the impact any proposed changes to the East Coast Mainline timetable. He noted that the Joint Transport Committee had strongly opposed the potential changes consulted on in 2021, which would mean a reduction in stops in Bewick and added that Northumberland County Council would continue to strongly resist any changes to reduce the timetable in Northumberland.

Councillor Miller supported Councillor Sanderson's comments and added that any changes to the timetable would be detrimental to the whole region. He added that the Joint Transport Committee needed to make the strongest case possible to object to any proposals which would reduce services.

Councillor Gannon agreed and added that there continues to be a huge pressure on the capacity of the East Coast Line Mainline which can only be resolved in the long-term by reopening the Leamside Line. He added that although any increase in the number of trains per hour between the region and London would be beneficial, this would not be welcomed if it meant less connectivity to rural areas, which would have disastrous consequences. He was actively seeking assurances

that engineering works to increase the capacity on the East Coast Mainline would go ahead.

Councillor Meling agreed with all the comments and added her support that any change to transportation would be detrimental to the whole region.

Councillor Miller added that transport would be a key focus for the new Mayor when the Combined Authority is established, and they would be encouraged to maintain the pressure to resolve this issue.

50. BSIP DATA ANALYTICS PROCUREMENT

The Committee received a report which requested the approval of the appointment of CitySwift to provide data analytics software to support the monitoring and evaluation of the key performance indicators which will be used to monitor the performance of Bus Service Improvement Plan interventions. If agreed, the contract will run until March 2025 at cost per annum of £246,610.

The funding for the procurement of this tool has been allocated as part of the BSIP funding award and was outlined in a report which the JTC considered on 18 July 2023.

The Monitoring Officer advised that as the meeting was inquorate, and the report was time sensitive, that it may be necessary for the matter to be considered as an urgent item of business under the JTC's Rules of Procedure, and a decision taken under the relevant officer delegation. The Committee Members present raised no objection to this approach.

51. DATE OF NEXT MEETING

The next meeting will be held on Tuesday 19 December 2023 at 2.30pm in the Bridges Room, Gateshead Civic Centre.

North East Joint Transport Committee

Date: 19th December 2023

Subject: **Bus Service Improvement Plan (BSIP) Capital Programme-** Development Funding Approval

Report of: Managing Director, Transport North East.

Executive Summary.

This report proposes the release of £350,000 of Bus Service Improvement Plan (BSIP) revenue to advance scheme development, in line with the allocation made by the Joint Transport Committee in July 2023.

In addition, as part of a series of key mitigation measures relating to the Tyne Bridge restoration project, which is due to commence in early 2024, it is proposed that BSIP capital funds totaling £3.4million are released to accelerate the delivery of Jesmond bus priority measures and Centre Pocket Park and Ride.

Recommendations

The North East Joint Transport Committee is recommended to:

- i. Authorise the Managing Director, Transport North East, following consultation with the Monitoring Officer and Chief Finance Officer, to procure professional services and support as required up to the value of £350,000 to advance BSIP capital schemes.
- ii. Agree the release of £3.4m of BSIP capital funding Newcastle City Council to accelerate the delivery of Jesmond bus priority measures and MetroCentre Pocket Park and Ride.

1. Background Information

- 1.1 The North East Bus Service Improvement Plan (BSIP) is the region's response to the Government's National Bus Strategy for England which was published in March 2021. The Government allocated £163.5 million over three years to the North East's BSIP, one of the highest allocations in the country. £73million of this allocation was allocated to capital projects.
- 1.2 The measures proposed within the BSIP include improvements to timetables and fares, extensive priority measures on roads and at junctions to speed buses up – including safe and accessible waiting facilities, pocket park and rides, a set of affordable fare “caps” that work across all buses and Metro services, lower fares for many young people and simplified and improved information.
- 1.3 The BSIP capital programme is comprised of a number of sub-programmes which were agreed in the 2023/24 Revenue budget and capital programme update paper presented at JTC in July 2023. They are as follows-
- Tranche 1 and 2 Bus Priority Corridor Improvements;
 - Strategic Park and Ride
 - Pocket Park and Ride
 - Safe and Accessible Bus stations & stops.
 - Intelligent Transport Systems (ITS)
- 1.4 In July 2023, the Joint Transport Committee agreed in principle to the release of £20.25m of BSIP capital funding for the Bus Priority Infrastructure - Tranche 1 programme subject to further scheme development, and £13.04m of BSIP capital for the Intelligent Transport Systems programme.
- 1.5 In addition, £350,000 of BSIP revenue budget was also allocated by the Joint Transport Committee in July 2023, in order to progress the remaining BSIP sub-programmes through the Assurance Framework process.

2. Proposals

2.1 Programme Assembly

In order to progress the remaining BSIP capital sub-programmes, it is proposed that the procurement of professional services is initiated to bring forward required business cases.

- 2.2 In partnership with the seven local authorities (LA's) and Nexus, preliminary work has been undertaken to compile a list of schemes for each of the sub-programmes set out in section 2.1 which meet the overarching objectives of the BSIP and can be delivered within the funding timescales.

- 2.3 This work will continue to be progressed through the regionally agreed Transport Assurance Framework. To ensure the timely delivery of these business cases, external

consultants with a wealth of knowledge and experience in this field will be procured to develop the sub programmes.

- 2.4 BSIP capital will not be the only source of funding within region over the period to 2025, the region has a substantial capital programme for transport which exceeds £350m of capital funding supplemented by a further £105m of revenue funding over the BSIP period. There is a close relationship between funding avenues with schemes potentially suitable to come forward through various different capital funding pots including CRSTS and further BSIP funding which is expected to follow. In the management of our capital programme, it will be ensured that schemes come forward through the most suitable funding mechanism and that our capital programme in totality will make a significant impact on delivering the objectives of the North East Transport Plan and the BSIP.
- 2.5 There are proposals within the BSIP capital programme which have been identified as needing to be expedited due to the compressed delivery window owing to the upcoming Tyne Bridge works. To confirm, the total BSIP capital budget which was granted from the DfT is £73.5million, taking into account the funding of £33.2m which has been drawn down and the proposal to accelerate £3.4million, £36.7m would remain in the overall budget.
- 2.6 As part of the due diligence in relation to the accelerated funding of these two schemes, independent consultants will undertake a review of the scheme proposals to minimise any risk. The delivery of these schemes will be subject to relevant authority approvals following due diligence which will be enabled by this funding and the necessary stakeholder engagement required.

3. Reasons for the Proposals

- 3.1 The BSIP Capital programme runs until 31 March 2025, it is therefore imperative that work is undertaken at pace to formalise the sub-programmes which will be funded through this fund, in order to ensure delivery within the required programme timeframe.
- 3.2 The project which commences in early 2024 and will take 4 years to complete, will see the Tyne Bridge reduced to one lane in each direction during a significant part of the refurbishment programme. The recommendation to release accelerated funding for the two Tyne Bridge mitigation schemes is essential to alleviate the pending disruption to the travelling public. Failure to accelerate these schemes prior to the commencement of the Tyne Bridge project will result in higher than anticipated levels of congestion hindering bus reliability and punctuality across the region.

4. Alternative Options Available

- 4.1 No alternative options have been identified which could reasonably ensure the timescales for the delivery of the BSIP Capital programme can be met.
- 4.2 No alternative options have been identified which can reasonably ensure the accelerated delivery of Jesmond bus priority measures and MetroCentre Pocket

Park and Ride and mitigate the impact of lane closures during the Tyne Bridge project.

5. Next Steps and Timetable for Implementation

- 5.1 Tender specifications will be developed to procure consultants to lead on the formation of BSIP sub-programme business cases in line with the regionally agreed Transport Assurance Framework.
- 5.2 Grant Funding Agreements (GFAs) will be issued to the respective scheme promoters to accelerate the development and delivery of Jesmond bus priority measures, and MetroCentre Pocket Park and Ride.

6. Potential Impact on Objectives

- 6.1 The proposals outlined are consistent and align to the policy objectives contained within the BSIP and the North East Transport Plan. This includes the development of a package of capital schemes which improves bus reliability and increases bus patronage.

7. Financial and Other Resources Implications

- 7.1 The total cost associated with the recommendation of this report is £3.75million, these costs are funded from the BSIP funding received by NECA in 2023 and were allocated at a subsequent Joint Transport Committee.
- 7.2 Any delays in producing the BSIP capital sub-programmes business cases and developing the schemes that sit within it will potentially impact the delivery of the overall BSIP programme.
- 7.3 There are no Human Resources or ICT implications arising from the recommendations of this report.

8. Legal Implications

- 8.1 A GFA template has been prepared and subject to approval to accelerate BSIP capital funds will be issued to each scheme promoter. Within the GFA, a series of obligations will be included designed to minimise any legal risks and ensure NECA's obligations (on behalf of the JTC) to the Department for Transport (DfT) in regard to BSIP funding are met. These obligations are appropriately transferred to each authority through the GFA minimising risk should a given proposal fail to come forward for delivery post award of development funds.

9. Key Risks

- 9.1 Recommendations of the report mitigate the risk of delay to the development of the overall BSIP capital funding. Any delay to the production business cases will result in a delay to the release of capital funds and subsequently is likely to impact on the ability of schemes within the BSIP delivery programme deadline of March 2025.

10. Equality and Diversity

- 10.1 All schemes proposed for funding utilising BSIP capital funds will be required to be designed to modern standards in compliance with appropriate legislation, ensuring that any equality and diversity implications are minimised.

11. Crime and Disorder

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

12. Consultation/Engagement

- 12.1 Significant partnership working has been undertaken with the LA7 and Nexus as part of identified preliminary schemes which align to the objectives of the BSIP capital sub-programmes outlined in section 2.1 and the wider BSIP. This report has also been shared with Transport Strategy Board who have provided comments to this paper which have been taken on board.

13. Other Impact of the Proposals

- 13.1 None.

14. Appendices

- 14.1 N/A

15. Background Papers

- 15.1 Joint Transport Committee Report (Item 6) Tuesday 18th July 2023 : ([Public Pack](#))[Agenda Document for North East Joint Transport Committee, 18/07/2023 14:30 \(northeastca.gov.uk\)](#)

16. Contact Officers

- 16.1 Heather Jones, Head of Enhanced Partnership
Heather.jones@transportnortheast.gov.uk

17. Sign off

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

18. Glossary

- BSIP – Bus Service Improvement Plan
- DfT – Department for Transport
- GFA – Grant Funding Agreement, outlines the terms and conditions under which a scheme will be delivered, and constitutes the contract between NECA and the scheme promoter for the delivery of the scheme.
- JTC – Joint Transport Committee
- LA – Local Authority
- NECA – North East Combined Authority
- Transport Assurance Framework – a framework for business case development and review that ensures good decision making, procurement and governance is in place for all projects, for schemes that can demonstrate good value for public money
- TNE – Transport North East
- CRSTS- City Region sustainable Transport Settlement

North East Joint Transport Committee

Date: 19 December 2023

Subject: Enhanced Partnership Variation

Report of: Managing Director, Transport North East

Executive Summary

The region's Enhanced Partnership (EP) was first created in March 2023. This proposed variation to the Scheme updates timescales for delivery by Local Authorities of a number of capital interventions, the inclusion of interventions which are not funded through the Bus Service Improvement Plan (BSIP) grant, at the request of the Department for Transport, along with other minor text updates.

Recommendations

The North East Joint Transport Committee is recommended to:

- i. approve the variation to the Enhanced Partnership Scheme as shown in Appendix 1.

1. Background Information

- 1.1 Following confirmation of funding and the completion of the EP statutory process, the EP was made by the JTC on 21 March 2023. The EP Scheme contains specific requirements on the local transport authority (LTA) and highway authorities to provide 'facilities' and to take 'measures' which follow the objectives and ambition set out in the Bus Service Improvement Plan (BSIP). For bus operators, compliance with service standards set out in the EP will be a condition of bus operators' registration of services with the Traffic Commissioner.
- 1.2 Due to the uncertain funding environment and changing nature of the EP, a bespoke variation mechanism was written into the EP Scheme to allow timescales and content of initiatives to change without undergoing a time-consuming statutory process.
- 1.3 As part of this variation process, a member of the bus partnership, or local bus board, may propose a variation to the EP, following this proposal a meeting of the relevant local bus board will be scheduled, if required. The proposer of the variation must demonstrate how it would work towards achieving BSIP objectives and identify impacts of the variation, including on competition. The proposed variation will be referred to JTC and affected authorities for approval, if all impacted operators agree to the variation this can be done without an operator objection period.

2. Proposals

- 2.1 Due to the delay in confirmation of funding and further guidance received from the DfT it is suggested that a number of variations are made to the EP Scheme. These are as follows:
- Owing to the delay in funding and technological challenges it is no longer possible to deliver Intelligent Transport System (ITS) investment to the timescales initially set out in the EP scheme, it is suggested therefore to extend these timescales.
 - During the statutory process of the EP feedback received from partners into timescales and wording of several EP facilities and measures was received too late to be adequately reflected in the text of the EP. Minor variations to the EP Scheme are therefore suggested.
 - Guidance received from the DfT states that non-BSIP investment which benefit buses should be included in the EP. Timescales and details of these investments, such as the TCF funded Durham Bus Station, will need to be varied into the EP Scheme.

These variations to the EP Scheme will allow the JTC and highway authorities to meet requirements set out in the EP Scheme as well to more accurately reflect the feedback received from the partnership and the DfT.

- 2.2 The updated version of the EP Scheme can be found in Appendix 1.

3. Reasons for the Proposals

- 3.1 Following the BSIP funding award in March 2023 Local Authorities, Nexus and Transport North East have been further developing the interventions initially set out in our BSIP and EP Scheme. Now that development has progressed there are new delivery dates and details that need to be updated in the EP Scheme to ensure all parties can deliver the facilities and measures as set out in the EP Scheme.
- 3.2 It is expected that the EP Scheme is updated periodically to reflect the ongoing development of the BSIP capital programme.

4. Alternative Options Available

- 4.1 Option 1 – The North East Joint Transport Committee may accept the recommendations presented in this report to:

- i. approve the variation to the Enhanced Partnership Scheme

Option 1 is the preferred option

- 4.2 Option 2 – The North East Joint Transport Committee may not accept the recommendation presented in this report. In this event officers would make any required amends put forward by the JTC and bring the EP back to a future meeting for approval.

5. Next Steps and Timetable for Implementation

- 5.1 If the recommendations presented in this report are accepted, the approved EP Scheme will be published on the TNE website and shared with the DfT at the earliest opportunity.

6. Potential Impact on Objectives

- 6.1 Varying the EP Scheme will ensure the JTC, and highways authorities will be able to fulfil requirements set out in the EP Scheme. These requirements are legally binding meaning any failure to comply will endanger the partnership's ability to achieve objectives set out in the BSIP.

7. Financial and Other Resources Implications

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

8. Legal Implications

- 8.1 The EP follows a statutory framework requiring legal notices and formal agreements. The EP is legally binding upon the LTAs, LAs and bus operators and specialist legal advice has been sought in support of the development of the EP. To vary the EP Scheme will be necessary to make use of the variation mechanism.

9. Key Risks

- 9.1 If timings of facilities and measure timescales are not amended to reflect actual delivery dates this leaves LAs, Nexus and TNE open to failing to comply with the EP.

10. Equality and Diversity

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

11. Crime and Disorder

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

12. Consultation/Engagement

- 12.1 The proposed variation has been discussed at the Regional Bus Partnership Board

13. Other Impact of the Proposals

- 13.1 Not applicable.

14. Appendices

- 14.1 Appendix 1 – Enhanced Partnership Scheme

15. Background Papers

- 15.1 North East Bus Service Improvement Plan: [TNE-BSIP_FINAL.pdf](#)
(transportnortheast.gov.uk)

Bus Back Better – The National Bus Strategy: [Bus Back Better](#)
(publishing.service.gov.uk)

The Bus Services Act 2017 – Enhanced Partnerships Guidance: [The bus services act 2017: enhanced partnerships](#) (publishing.service.gov.uk)

JTC Report – Vision for Buses (item 9): [\(Public Pack\) Agenda Document for North East Joint Transport Committee, 13/07/2021 14:30](#) (northeastca.gov.uk)
JTC Report – Establishment of the Enhanced Partnership (item 5) [\(Public Pack\) Agenda Document for North East Joint Transport Committee, 21/03/2023 14:30](#) (northeastca.gov.uk)

16. Contact Officers

- 16.1 Heather Jones, Head of Enhanced Partnerships E-mail
Heather.Jones@transportnortheast.gov.uk Tel: 07962867407

17. Sign off

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

18. Glossary

BSIP – Bus Service Improvement Plan

BSOG – Bus Service Operators Grant

DfT – Department for Transport

EP – Enhanced Partnership

JTC – Joint Transport Committee

LA – Local Authority

LTA – Local Transport Authority

NBS – National Bus Strategy

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TRANSPORT NORTH EAST

ENHANCED PARTNERSHIP SCHEME

THE NORTH EAST JOINT TRANSPORT COMMITTEE ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY:

The Durham, Gateshead, South Tyneside and Sunderland Combined Authority, known as the North East Combined Authority ("**NECA**") (comprising of the local authority areas of Durham County Council, Gateshead Council, South Tyneside Council and Sunderland City Council);

The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority known as the North of Tyne Combined Authority ("**NTCA**") (comprising of the local authority areas of Newcastle City Council, North Tyneside Council and Northumberland County Council);

Tyne & Wear Passenger Transport Executive ("Nexus**")** of Nexus House, 33 St James' Boulevard, Newcastle upon Tyne, NE1 4AX;

The County Council of Durham of County Hall, Aykley Heads, Durham, DH1 5UZ. ("**Durham**");

The Borough Council of Gateshead, Civic Centre, Regent Street, Gateshead, NE8 1HH. ("**Gateshead**");

The Council of the City of Newcastle upon Tyne, Newcastle Civic Centre, Barras Bridge, Haymarket, Newcastle upon Tyne, NE1 8QH ("**Newcastle**");

The Council of the Borough of North Tyneside, The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY ("**North Tyneside**");

Northumberland County Council, County Hall, Morpeth, NE61 2EF ("**Northumberland**");

The Council of the Borough of South Tyneside, Town Hall & Civic Offices, Westoe Rd, South Shields, NE33, 2RL ("**South Tyneside**"); and

The Council of the City of Sunderland, City Hall, Plater Way, Sunderland, SR1 3AA ("**Sunderland**").

1. EP SCHEME CONTENT

- 1.1 This document fulfils the statutory requirements for an EP Scheme as set out in the Transport Act 2000 as amended by the Bus Services Act 2017. In accordance with the statutory requirements in sections 138A to 138S of the Transport Act 2000, the EP Scheme document sets out:

- 1.1.1 the area covered by the EP Scheme (section 3);
- 1.1.2 the commencement date and period of operation (section 4);
- 1.1.3 Facilities and Measures (section 6);

- 1.1.4 requirements in relation to local services (section 7); and
- 1.1.5 governance arrangements including variation and revocation (section 8).
- 1.2 The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the North East Enhanced Partnership Plan.
- 1.3 This EP Scheme has been jointly developed by the North East Joint Transport Committee ("NEJTC"), Local Highway Authorities, Nexus and those bus operators that provide Local Services in the EP Scheme area.
- 1.4 The EP Scheme sets out obligations and requirements on the Authorities including Local Transport Authority and Local Highway Authorities, and operators of Local Services in order to achieve the intended improvements, with the aim of delivering the objectives of the North East Enhanced Partnership Plan.

2. Defined Terms

- 2.1 The following terms are used in this EP Scheme:
 - 2.1.1 **"AQPS"** – means an Advanced Quality Partnership Scheme made pursuant to section 113C of the Transport Act 2000 (as amended by the Local Transport Act 2008 and the Bus Services Act 2017).
 - 2.1.2 **"Authority"** means each Local Transport Authority, each Highway Authority and Nexus and **"Authorities"** shall be construed accordingly.
 - 2.1.3 **"Bus Lane"** means a signposted lane, designated for use by registered local bus services and (where specified) taxis and other authorised vehicles, at the times indicated by the relevant signage.
 - 2.1.4 **"Bus Lane Enforcement"** means action taken to ensure that bus lanes and bus gates are used only by authorised vehicles.
 - 2.1.5 **"Bus Service Improvement Plan"** or **"BSIP"** means the bus service improvement plan which covers seven local authority areas in the North East, consisting of the NECA and the NTCA, as reviewed and updated from time to time.
 - 2.1.6 **"Bus Stand"** means a clearway as defined in accordance with paragraph 1 of Part 6 to Schedule 7 of The Traffic Signs Regulations and General Directions 2016 which is marked "BUS STOP", but which permits or will permit a local bus to stand within the clearway for as long as may be necessary up to a maximum period of 10 minutes.
 - 2.1.7 **"Code of Conduct"** means the code of conduct to be developed in accordance with the measure with reference Serv05 which is set out in the table in Schedule 2 of this EP Scheme, an indicative draft of which is set out at Annex 1 to Schedule 2 of this EP Scheme.
 - 2.1.8 **"Excluded Local Service"** has the meaning given to 'excluded local service' in Regulation 3(2) of the Enhanced Partnership Plans and Schemes (Objections) Regulations 2018 (SI 2018/404), and Excluded Local Services shall be construed accordingly.

- 2.1.9 **"EP Plan"** means an enhanced partnership plan as defined in section 138A(3) of the Transport Act 2000.
- 2.1.10 **"EP Scheme"** means an enhanced partnership scheme as defined in section 138A(5) of the Transport Act 2000, and **"this EP Scheme"** shall be construed as a reference to the EP Scheme made pursuant to this document, as may be amended or varied from time to time in accordance with its terms or pursuant to section 138K of the Transport Act 2000.
- 2.1.11 **"EP Scheme Area"** means the area to which this EP Scheme applies.
- 2.1.12 **"Facilities"** shall have the meaning given in section 138D(1) Transport Act 2000 and shall include assets that are provided at specific locations along particular routes (or parts of routes) within the EP Scheme Area or new and improved bus priority measures with are made within the EP Scheme Area;
- 2.1.13 **"Local Authorities"** means Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland.
- 2.1.14 **"Local Bus Board"** has the meaning given to it in section 8.3.1.
- 2.1.15 **"Local Highway Authority"** means a Local Authority with responsibility for the maintenance of highway infrastructure in its local authority area.
- 2.1.16 **"Local Transport Authority"** has the meaning given to it in section 108(4) of the Transport Act 2000 and for the purposes of this EP Scheme shall include references to NECA and NoTCA as the case may be.
- 2.1.17 **"Local Service"** has the meaning given to it in section 2(1) of the Transport Act 1985.
- 2.1.18 **"Measures"** shall have the meaning given in section 138D(2) of the Transport Act 2000 and shall include improvements which have the aim of:
- 2.1.18.1 increasing the use of Local Services serving the routes to which the measures relate or ending or reducing a decline in their use; or
- 2.1.18.2 improving the quality of Local Services.
- 2.1.19 **"North East Enhanced Partnership Plan"** means the EP Plan made by the Authorities pursuant to section 138A of the Transport Act 2000 and which is required to be in place for this EP Scheme to be made.
- 2.1.20 **"Operator"** means an operator of a Local Service within the EP Scheme Area which is not exempt pursuant to section 5.
- 2.1.21 **"Panel"** has the meaning given to it in section 8.2.1.
- 2.1.22 **"Partnership Board"** has the meaning given to it in section 8.1.1.
- 2.1.23 **"Qualifying Operator"** means an Operator except where such Operator only operates Excluded Local Services.
- 2.1.24 **"Scheme Commencement Date"** means the date on which this EP Scheme comes into operation, as specified in section 4.1.

- 2.1.25 **"Transport North East" or "TNE"** means the 'Proper Officer for Transport', being the principal officer designated from time to time by the NEJTC who shall assist the NEJTC in its exercise of its transport functions in accordance with article 9(5) of the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018, and references to **"Transport North East" or "TNE"** in this EP Scheme shall include the officer group and/or staff under the control of the Proper Officer for Transport that support the NEJTC in developing and delivering transport and strategy across the EP Scheme Area.
- 2.1.26 **"TRO" or "Traffic Regulation Order"** means a traffic regulation order made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

3. SCOPE OF THE EP SCHEME AND COMMENCEMENT DATE

3.1 Description of Geographical Coverage

The EP Scheme will support the improvement of all local bus services operating in the administrative areas of the NECA and the NTCA, except any local bus services which are exempt from the requirements of the EP Scheme in accordance with section 5.

3.2 Map of EP Plan and EP Scheme Areas

A map of the EP Plan and EP Scheme Area is included at Schedule 1 (*EP Plan and EP Scheme Area*).

4. COMMENCEMENT DATE

- 4.1 This EP Scheme is made on 21 March 2023 and shall come into operation on 2 April 2023.
- 4.2 The EP Scheme shall have an initial term of 3 years and will be reviewed annually in accordance with section 8 (*Governance Arrangements*) of this EP Scheme.

5. EXEMPTED SERVICES

The following Local Services are exempt from the requirements of the EP Scheme:

- 5.1 In respect of all Local Services operating in the area of the EP Scheme:
- 5.1.1 Any Local Service which is primarily operated as a replacement service for Metro, rail or ferry services;
 - 5.1.2 Any Local Service which is operated by a vehicle which it has been agreed, by the relevant Authority, acting reasonably is intended primarily for novelty or leisure purposes rather than as a standard local service;
 - 5.1.3 Any Local Service which has over 50% of their route mileage outside the area of this EP Scheme;
 - 5.1.4 Any Local Service which forms part of a longer route which is not registered as a Local Service and operates as a long-distance scheduled coach service;
 - 5.1.5 Any Local Service which is registered as a flexibly routed local bus service;

- 5.1.6 Any Local Service which is registered to support a special event and which therefore operates no more than 7 days in any year;
- 5.1.7 Any Local Service which would, other than for its registration under section 6 of the Transport Act 1985, be an excursion or tour within the meaning in section 137(1) of the Transport Act 1985;
- 5.1.8 Any Local Service which is registered to operate less than three journeys in any day or on no more than one day a week;
- 5.1.9 Any Local Service which whilst open to the general public has a start point or destination at a school, and which is predominantly used by students travelling to or from such school;
- 5.1.10 Any Local Service which has been procured by an Authority pursuant to section 63 of the Transport Act 1985 or section 9A of the Transport Act 1968 prior to the date on which this EP Scheme comes into operation as specified in section 4.1;
- 5.1.11 Any Local Service which has been procured by an Authority pursuant to section 63 of the Transport Act 1985 or section 9A of the Transport Act 1968, and where such Authority did not receive a compliant tender (which is deemed to include such tender complying with all requirements specified in this EP Scheme) which offered value for money, in the opinion of that Authority, acting reasonably;
- 5.1.12 Any Local Service where the Operator is paid by a third party (including, but not limited to developers, supermarkets, employers or other parties requiring a bus service to be provided to a location in the EP Scheme area, but for the avoidance of doubt excluding any company which is a parent company or subsidiary of that Operator, or a subsidiary of any parent company of that Operator) in order to provide such service, and such Local Service would not operate in the absence of such payment; and
- 5.1.13 Any Local Service which is operated solely with vehicles having 16 seats or less.

6. FACILITIES AND MEASURES

- 6.1 The Authorities named in column 3 of the table in Schedule 2 (*Facilities and Measures*) shall begin work on the relevant Facility or Measure described in column 2 by and from the date or dates indicated in column 5 (as applicable) and deliver work on the relevant Facility or Measure by and from the date or dates indicated in column 6 (as applicable).
- 6.2 Where a Required TRO is specified in column 4 of the table in Schedule 2 (*Facilities and Measures*) then the Local Highway Authority (or Local Highway Authorities) for the area to which the TRO applies shall use all reasonable endeavours to make such TRO in sufficient time for the relevant Facility or Measure to be provided no later than the date or dates indicated in column 6. Where a Local Highway Authority is unable to make any required TRO in the timescale specified, then the relevant Local Highway Authority may propose a Proposed Variation which:
 - 6.2.1 amends the date or dates indicated in column 6 for such Facility or Measure until a date reasonably following the actual date that the TRO is made; and
 - 6.2.2 amends the date or dates specified for implementation of any requirement that is identified in column 7 of the table in Schedule 2 (*Facilities and Measures*) as being dependent upon such Facility or Measure,

and where a Proposed Variation specifies both the amendments specified in sections 6.2.1 and 6.2.2 and provided that these are the only amendments specified, then section 8.6.9 shall apply to such Proposed Variation as if it had been discussed by the relevant Local Bus Board(s).

- 6.3 The introduction and/or delivery of the Facilities and Measures set out in this Scheme is subject to the provision of funding, which may be from the Department for Transport or any other funding body. Where an Authority is unable to introduce and/or deliver any Facility or Measure in the timescale specified (including where funding from the Department for Transport or any other funding body which is required to introduce and/or deliver such Facility or Measure has not been provided), then such Authority shall promptly notify the NEJTC, and where the NEJTC assesses, acting reasonably, that it is not reasonably practicable to introduce and/or deliver such Facility or Measure in the specified timescale under this EP Scheme, the Authorities may propose a Proposed Variation which:

- 6.3.1 amends the date or dates indicated in (i) column 5 of the table in Schedule 2 (*Facilities and Measures*) from which work on the Facility or Measure is to be started by and (ii) column 6 of the table in Schedule 2 (*Facilities and Measures*) from which the Facility or Measure is to be delivered by, until a date or dates reasonably following the actual date or dates that the relevant Authority is able to begin work and deliver work (as applicable) on such Facility or Measure;
- 6.3.2 amends the date or dates specified for implementation of any requirement that is identified in column 7 of the table in Schedule 2 (*Facilities and Measures*) as being dependent upon such Facility or Measure,

and where a Proposed Variation specifies both the amendments specified in sections 6.3.1 and 6.3.2 and provided that these are the only amendments specified, then section 8.6.9 shall apply to such Proposed Variation as if it had been discussed by the relevant Local Bus Board(s).

- 6.4 Where an Authority is unable to introduce and/or deliver any Facility or Measure as envisaged in this EP Scheme (including where funding from Department for Transport or any other funding body which is required to introduce and/or deliver such Facility or Measure has not been provided) and this is demonstrated to the reasonable satisfaction of the NEJTC, then such Authority shall be entitled to introduce and/or deliver that Facility or Measure in such other manner or by such other method as it considers appropriate, acting reasonably, provided that such alternative manner or method of introduction and/or delivery shall deliver benefits equivalent to those that would have been delivered had that Facility or Measure been introduced and/or delivered as envisaged by this EP Scheme, and that Authority may propose a Proposed Variation which:

- 6.4.1 amends the scheme description, Authority responsibilities and whether there are any Required TROs as set out in columns 2-4 (inclusive) of the table in Schedule 2 (*Facilities and Measures*) accordingly,

and provided that these are the only amendments specified, then section 8.6.9 shall apply to such Proposed Variation as if it had been discussed by the relevant Local Bus Board(s).

- 6.5 Where, notwithstanding their obligations pursuant to sections 6.2 or 6.3, or their rights pursuant to section 6.4, an Authority is unable to make a Required TRO or introduce and/or deliver any Facility or Measure within the term of this EP Scheme (including where funding required from the Department for Transport or any other funding body to introduce and/or deliver such Facility or Measure will not be provided within the term of this EP Scheme) and this is demonstrated to the reasonable satisfaction of the NEJTC, then in accordance with section 138E of the Transport Act 2000, this EP Scheme shall be varied to remove the requirement to implement such Required TRO, Facility or Measure and to remove any requirement that is

identified in column 7 of the table in Schedule 2 (*Facilities and Measures*) as being dependent upon such Required TRO, Facility or Measure.

7. REQUIREMENTS IN RESPECT OF LOCAL SERVICES

7.1 Operators of Local Services identified in column 3 of any table in Schedule 3 (*Requirements in respect of Local Services*) shall ensure that such Local Services meet the relevant requirement set out in column 2 of such table by and from the date or dates specified in column 4.

7.2 Where one or more Operators is unable to meet any relevant requirement in the timescales specified in any table in Schedule 3 (*Requirements in respect of Local Services*) they shall promptly notify TNE, specifying the time period in which they can meet the relevant requirement, and setting out any reasons why the standard cannot be met in the specified timescale. Where the NEJTC assesses, acting reasonably, that it is not reasonably practicable for one or more Operators to meet the relevant standard in the specified timescale under this EP Scheme, the parties agree that one or more Operators may propose a Proposed Variation which:

7.2.1 amends the date or dates indicated in respect of such standard until a date reasonably following the actual date on which the standard can be met by all relevant Operators (or could have been met, had such Operators used reasonable endeavours to achieve the relevant standard); and

7.2.2 which also amends the date or dates specified for implementation of any Facility or Measure that is identified in column 5 of the relevant table as being dependent upon such standard,

and where a Proposed Variation specifies both the amendments specified in sections 7.2.1 and 7.2.2 and provided that these are the only amendments specified, then section 8.6.9 shall apply to such Proposed Variation as if it had been discussed by the relevant Local Bus Board(s).

8. GOVERNANCE ARRANGEMENTS

8.1 North East Regional Bus Partnership Board

8.1.1 A North East Regional Bus Partnership Board (the "**Partnership Board**") shall be formed for the EP Scheme Area and the following will be invited to sit on the Partnership Board:

8.1.1.1 an independent chairperson ("**Partnership Chair**"), who shall be agreed in advance of the first meeting of the Partnership Board by the other members of the Partnership Board, and shall not be a representative or employee of such other members of the Partnership Board;

8.1.1.2 the managing director of TNE, or the deputy of the managing director in their absence;

8.1.1.3 a senior representative of Nexus;

8.1.1.4 a Tyne & Wear based officer from the Heads of Transport Highways subgroup;

8.1.1.5 a senior representative of Durham and a senior representative of Northumberland;

- 8.1.1.6 a senior representative from:
- (a) Arriva North East, a trading name of Arriva Northumbria Limited (company number 00237558) and Arriva Durham County Limited (company number 02404350), whose office is at 1 Admiral Way, Doxford International Business, Park, Sunderland, Tyne & Wear, SR3 3XP;
 - (b) Go North East Limited, (company number 02057284), whose registered office is at 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE; and
 - (c) Stagecoach North East, a trading name of Busways Travel Services Limited (company number 02295227) and Cleveland Transit Limited (company number 02546698), whose office is at One Stockport Exchange, 20 Railway Road, Stockport, United Kingdom, SK1 3SW;
- 8.1.1.7 a local representative of the Confederation of Passenger Transport UK), (company number 1182437), whose office is at 22 Greencoat Place, London, SW1P 1PR, to represent Operators other than those referred to in section 8.1.1.6;
- 8.1.1.8 the chairperson of the Panel; and
- 8.1.1.9 senior representatives from:
- (a) Bus Users UK, being Bus Users UK Charitable Trust Ltd, a registered charity in England and Wales (number 1178677) and in Scotland (number SC049144), whose office is at 22 Greencoat Place, London, SW1P 1PR; and
 - (b) Transport Focus, the executive non-departmental public body sponsored by the Department for Transport which is the independent watchdog for transport users.
- 8.1.2 Meetings of the Partnership Board shall take place at least quarterly and shall be chaired by the Partnership Chair. The first meeting of the Partnership Board shall take place in March 2023 in advance of the commencement of the EP Scheme in April 2023, to support the mobilisation of the EP Scheme.
- 8.1.3 The terms of reference of the Partnership Board shall be developed and agreed by the members of the Partnership Board referred to in section 8.1.1 at the first meeting of the Partnership Board. Functions of the Partnership Board may include:
- 8.1.3.1 regional level review of performance against the KPIs set out in the EP Plan, and formulation of proposals for targets and action plans to rectify performance issues;
 - 8.1.3.2 consideration of feedback and potential actions from the Panel;
 - 8.1.3.3 review of the EP Plan and contemplation of how funds (when made available) and any savings by Operators reported in accordance with section 8.11 could be used to support delivery of the EP Plan;

- 8.1.3.4 review and development of regional initiatives to promote bus use including leadership of the positive narrative around bus in the EP Scheme Area;
- 8.1.3.5 overseeing the annual review and refresh of the BSIP;
- 8.1.3.6 interaction with stakeholders and Local Bus Boards over issues requiring discussion at a regional level, and consideration of the views of Local Bus Boards in respect of regional issues;
- 8.1.3.7 review of compliance with the Code of Conduct.
- 8.1.4 The Partnership Board shall provide a forum for discussions in respect of the future content and arrangements for the variation and revocation of this EP Scheme in accordance with section 8.4 where this relates to matters that affect operation of local services across the area of the EP Scheme, or Facilities or Measures which are delivered by the NEJTC, the NECA, the NTCA or Nexus. The Partnership Board will make recommendations only and decision-making powers remain with the NEJTC.
- 8.2 North East Bus Advisory Panel
 - 8.2.1 A North East Bus Advisory Panel (the "**Panel**") shall be formed for the EP Scheme Area comprising:
 - 8.2.1.1 an independent chairperson ("**Panel Chair**"), who shall be agreed in advance of the first meeting of the Panel by the Partnership Board, and shall not be a representative or employee of any member of the Partnership Board; and
 - 8.2.1.2 representatives of such other groups representative of the EP Scheme Area as an Operator or any Authority may propose, acting reasonably, and which the Panel is reasonably able to accommodate,

and which shall offer stakeholders in the EP Scheme Area the opportunity to comment on bus services in the EP Scheme Area and the plans of the enhanced partnership.
 - 8.2.2 Meetings of the Panel shall take place bi-annually and shall be chaired by the Panel Chair.
- 8.3 Local Bus Boards
 - 8.3.1 The Operators and Authorities shall constitute local partnership boards for each Local Authority area within the EP Scheme Area ("**Local Bus Boards**" and each a "**Local Bus Board**"), which shall provide a forum for discussions in respect of the EP Plan and EP Scheme and other matters in relation to bus services at a local level. Each Local Bus Board shall determine:
 - 8.3.1.1 any additional attendees of such Local Bus Board;
 - 8.3.1.2 the frequency of the meetings of such Local Bus Board; and
 - 8.3.1.3 the remit and functions of such Local Bus Board, which may include:

- (a) local review of data provided by the enhanced partnership about performance against the KPIs set out in the EP Plan at a local level, and formulation of local performance targets and action plans to rectify performance issues;
- (b) reviewing compliance by Operators with the Code of Conduct at a local level;
- (c) providing input in accordance with the Code of Conduct;
- (d) development of plans aligned with the EP Plan and BSIP for potential funding (including any savings by Operators reported in accordance with section 8.11);
- (e) considering and discussing issues to be discussed at meetings of the Partnership Board, to enable the relevant NEJTC member to represent the view of the Local Bus Board; and
- (f) liaising with TNE in respect of any support required by that Local Bus Board in relation to tasks including administration, data provision, meeting management

8.3.2 The relevant Local Bus Board(s) shall provide a forum for discussions in respect of the future content and arrangements for the variation and revocation of this EP Scheme in accordance with section 8.4 where this relates to matters that affect operation of local services in the area of a specific Local Bus Board, or Facilities or Measures which are delivered by the Local Authority (or Local Authorities) for the area of that Local Bus Board, including in respect of any relevant savings by Operators reported in accordance with section 8.11. The Local Bus Board(s) will provide comments reflecting local viewpoints to the Partnership Board and/or the NEJTC where required and appropriate.

8.4 Review of this EP Scheme

8.4.1 This EP Scheme shall be reviewed by the Partnership Board and each Local Bus Board at least annually, in conjunction with review of the EP Plan, commencing no later than on the anniversary of the Commencement Date. The NEJTC shall commence each review, and ensure that such review is carried out in no less than 6 months. The review shall take into account:

- 8.4.1.1 review by each Local Bus Board of matters relating to its area; and
- 8.4.1.2 review by the Partnership Board of performance across the area of the EP Scheme, including consideration of matters reported by each Local Bus Board.
- 8.4.1.3 data on progress towards achieving the KPIs specified in the EP Plan.

8.4.2 The Partnership Board or any Local Bus Board may review specific elements of this EP Scheme on an ad-hoc basis. Partnership Board or Local Bus Board members and any other Operator of Local Services should contact TNE using the following email address buses@transportnortheast.gov.uk explaining what the issue is and its urgency. TNE will then decide whether to table the matter at the next scheduled meeting of the Partnership Board and/or the relevant Local Bus Board or Local Bus Boards to which the matter relates or make arrangements for a

more urgent meeting of the Partnership Board or the relevant Local Bus Board or Local Bus Boards, where the matter requires resolution in advance of the next scheduled meeting.

8.5 Postponement of operation of requirements of this EP Scheme

For the avoidance of doubt, where it appears to the NEJTC that (or where they are notified by any Local Authority, Nexus or any Operator that) any of the dates specified in section 138I(3)(b) to (e) of the Transport Act 2000 should be postponed, then section 138I of the Transport Act 2000 may apply in respect of such postponement, but those dates may also be amended in accordance with section 8.6.

8.6 Arrangements for Varying or Revoking this EP Scheme

- 8.6.1 In accordance with section 138E of the Transport Act 2000, the procedure in this section 8.6 shall apply in place of the provisions of section 138L to 138N of the Transport Act 2000, in order to vary this EP Scheme.
- 8.6.2 Consideration will be given to any proposed variations to this EP Scheme ("**Proposed Variation**") which are raised by the NEJTC, Nexus, a Local Authority, TNE, an Operator or one of the organisations represented on a Local Bus Board ("**Proposer**"):
- 8.6.3 In proposing a Proposed Variation, the Proposer shall, so far as reasonably practicable:
 - 8.6.3.1 demonstrate how the Proposed Variation would contribute to achieving one or more of the objectives set out in the BSIP, EP Plan and/or other current local transport policies;
 - 8.6.3.2 identify the Local Services and areas which will be affected by the Proposed Variation, including the requirements which will be imposed on Operators in respect of such Local Services, and the changes required to Schedule 3 of this EP Scheme and any description of the proposed standards which should be included in Schedule 3;
 - 8.6.3.3 identify any Facilities or Measures which are to be implemented as part of the Proposed Variation or any modifications or amendments to existing Facilities or Measures within the EP Scheme including proposed dates for implementation, the proposed Authority which is to implement any such Facility or Measure and the sources and availability of funding required to deliver such Facility or Measure (including any savings by Operators reported in accordance with section 8.11 which may be utilised), and any other information required to include such Facility or Measure in Schedule 2 (*Facilities and Measures*), including any description of the proposed Facilities or Measures to be included in Appendix 1 (*Details of Facilities or Measures*) to Schedule 2 (*Facilities and Measures*);
 - 8.6.3.4 identify any significant adverse effect on competition of the Proposed Variation, and where any such adverse effect is possible, identify whether such Proposed Variation has a view to achieving one or more of the purposes specified in paragraph 2(3) of Schedule 10 of the Transport Act 2000 and consider whether the effect on competition is likely to be proportionate to the achievement of those purposes; and

- 8.6.3.5 identify the Authorities and Operators which may have an interest in or be affected by the Proposed Variation and each Local Bus Board to which the Proposed Variation may therefore be relevant.
- 8.6.4 Any request for a Proposed Variation shall be in writing and submitted to buses@transportnortheast.gov.uk. TNE will forward all requests received on to all members of the relevant Local Bus Boards within 5 working days of receipt.
- 8.6.5 On receipt of a request for a Proposed Variation TNE will convene each relevant Local Bus Board giving at least 14 days' notice for the meeting, to discuss the Proposed Variation.
- 8.6.6 If the Proposed Variation is agreed by all Qualifying Operators affected by it, and if the NEJTC and each Authority who is affected by the Proposed Variation also agrees (having discussed and agreed this in accordance with the governance procedures of the NEJTC and each relevant Authority, as applicable, in advance of the meeting of the Local Bus Board), then subject to section 9.2, the Proposed Variation shall be referred to the NEJTC and each Authority affected by the Proposed Variation for approval in accordance with section 8.6.9.
- 8.6.7 If there is not full agreement by all Qualifying Operators affected by the Proposed Variation, but the NEJTC and each Authority affected by the Proposed Variation have agreed to the Proposed Variation in accordance with section 8.6.6 then the Proposed Variation may be put to the operator objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018, as if the Proposed Variation was a variation to this EP Scheme notified under section 138L of the Transport Act 2000 save that:
 - 8.6.7.1 a reduced objection period of 14 days shall apply in place of the 28 day period stated in section 138L(2)(c) of the Transport Act 2000;
 - 8.6.7.2 references to "the area to which the scheme relates" in section 138L(5)(b) of the Transport Act 2000 shall be taken to be references to the areas of the relevant Local Bus Boards to which the Proposed Variation relates.
- 8.6.8 If objections under the operator objection mechanism implemented pursuant to section 8.6.7 do not reach the statutory objection limits, then subject to section 9.2, the Proposed Variation shall be referred to the NEJTC and each Authority affected by the Proposed Variation for approval in accordance with section 8.4.9.
- 8.6.9 Following any discussion by a Local Bus Board pursuant to sections 8.6.6 or 8.6.7 in respect of a Proposed Variation, the NEJTC and any Authority affected by the Proposed Variation shall be entitled to promptly confirm agreement to that Proposed Variation following a formal decision by such Authority to the Proposed Variation, and within seven working days of the final approval of NEJTC or any relevant Authority the NEJTC shall publish the revised EP Scheme on its website on behalf of the Authorities.

8.7 Revocation of an EP Scheme

- 8.7.1 An EP Scheme can only exist if an EP Plan is in place and an EP Plan requires at least one EP Scheme to be in place, therefore:

8.7.1.1 if the North East Enhanced Partnership Plan is revoked then this will automatically lead to this EP Scheme ceasing; and

8.7.1.2 if this EP Scheme is revoked then unless another EP Scheme is in place in the area of the North East Enhanced Partnership Plan, the North East Enhanced Partnership Plan will cease.

8.7.2 If any Authority or Operator of Local Services believes it is necessary to revoke this EP Scheme, then in accordance with section 138E of the Transport Act 2000, the procedure at section 8.6 shall apply to revocation in place of the provisions of section 138O of the Transport Act 2000 to revoke the EP Scheme, on the basis that the Proposed Variation will be revocation of this EP Scheme, and such Proposed Variation will therefore be relevant to all Authorities and Operators.

8.8 Franchising Scheme

If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.

8.9 Funding of Network Improvements

8.9.1 Where for the purposes of implementation of any Proposed Variation made pursuant to this section 8 one or more Local Transport Authority would be required to subsidise the provision of all or part of a Local Service, the Local Transport Authorities shall comply with their duties under section 88(2) Transport Act 1985 to, in exercising and performing their functions with respect to securing the provision of public passenger transport services to co-operate with one another so as to secure, in the interests of the ratepayers in their areas, the best value for money from their expenditure on public passenger transport services, taken as a whole, which may include consideration of:

8.9.1.1 which Local Transport Authority is able to secure the best value for money for any services which operate across the boundary between the two authorities, taking into account the powers available to each respective authority to tender or otherwise award contracts for such services;

8.9.1.2 other funding sources available to each such Local Transport Authority that may be utilised to fund those, or other local services, or otherwise reduce the overall cost of provision of such services,

and references to a Local Transport Authority in this section 8.9.1 shall be taken to include Durham, Nexus (and/or the Tyne and Wear Sub Committee acting on behalf of the NEJTC) and/or Northumberland, where Durham, Nexus (and/or the Tyne and Wear Sub Committee acting on behalf of the NEJTC) and/or Northumberland are exercising the functions of a local transport authority in relation to subsidising the provision of all or part of a Local Service.

8.9.2 Where any Proposed Variation requires the subsidy of one or more (or part of one or more) Local Service in order to be implemented, the NEJTC may require that they are provided with details of which party shall procure such Local Service, the subsidy available, and the legal basis upon which such Local Service shall be procured, prior to forwarding such request in accordance with section 8.6.4.

8.10 Complementary Arrangements

Where for the purposes of implementation of any Proposed Variation made pursuant to this section 8 one or more Local Transport Authority would be required to:

- 8.10.1 implement additional statutory schemes (including, but not limited to, advanced quality partnership schemes, or advanced ticketing schemes);
- 8.10.2 enter into agreements with one or more Operators (whether a voluntary partnership agreement or otherwise); or
- 8.10.3 certify any qualifying agreement between Operators,

then where it is agreed that such Proposed Variation shall be implemented the relevant authority shall use reasonable endeavours to implement such scheme(s) and/or agreement(s) provided that nothing in this EP Scheme shall be taken to reduce or remove any requirement that might apply to such authority in respect of implementation of such scheme or agreement pursuant to the Transport Act 2000 or otherwise, including, but not limited to the requirement for such authority to apply the relevant competition test pursuant to Schedule 10 to the Transport Act 2000.

8.11 Reporting of Operator Savings Derived from EP Scheme

- 8.11.1 Each Operator shall report savings it has made to TNE on an annual basis for the purposes of complying with the requirement set out at reference OPR01 in the table in paragraph 1.3 (*General*) of Schedule 3 (*Requirements in respect of Local Services*), and such savings to be reported shall include but not be limited to:

- 8.11.1.1 cash savings made by that Operator;
- 8.11.1.2 savings made by that Operator which relate to assets and/or resources available to that Operator and/or which no longer need to be utilised by that Operator as a result of the implementation of Facilities and/or Measures in accordance with Schedule 2 (*Facilities and Measures*) of this EP Scheme, and/or requirements imposed on Operators in accordance with Schedule 3 (*Requirements in respect of Local Services*) of this EP Scheme; and/or
- 8.11.1.3 other operational expenditure in respect of Local Services operating in the EP Scheme Area which that Operator no longer needs to expend,

which are, in each case, derived directly from this EP Scheme.

8.12 Intention of Governance Arrangements

- 8.12.1 The governance arrangements set out in this section 8 are intended to enable the implementation of the EP Plan, which may include:
 - 8.12.1.1 variations to this EP Scheme, either in accordance with the provisions of section 138K to 138N of the Transport Act 2000 or the process set out in section 8.6 of this EP Scheme; or
 - 8.12.1.2 implementation through other means, including those set out in section 8.10.

9. Competition

- 9.1 The EP Plan and the EP Scheme have been developed with all operators of Local Services, and the EP Scheme does not have and is not likely to have a significantly adverse effect on competition. The competition test set out in Part 1 of Schedule 10 to the Transport Act 2000 has been applied and it is concluded that, at this point, there will be no significantly adverse effect on competition arising from the EP Plan or the EP Scheme.
- 9.2 Where a Proposed Variation is to be effected to this EP Scheme in accordance with section 8 the NEJTC shall apply the competition test set out in Part 1 of Schedule 10 to the Transport Act 2000 on behalf of NECA and NTCA and the Proposed Variation to the EP Scheme shall not be made if the NEJTC is unable to conclude either:
- 9.2.1 that the making of the Proposed Variation will not have or be likely to have a significantly adverse effect on competition; or
 - 9.2.2 that the making of the Proposed Variation is justified by paragraph 2(2) of Part 1 of Schedule 10 to the Transport Act 2000.

SCHEDULE 1: EP PLAN AND EP SCHEME AREA



SCHEDULE 2: FACILITIES AND MEASURES

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
ITS01a Delivering traffic signal upgrades at junctions and pedestrian crossings, in order that full traffic control interventions can be enabled remotely. Focused on an initial six corridors with potential to scale up or down with more funding:	Central Motorway Corridor: – Intelligent Transport Systems (ITS) investment to improve the reliability and punctuality of bus services in the region and reliable real time information. This project will be managed in two phases. Funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service, Newcastle, Gateshead and Durham Local Authorities will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the	No	From the Scheme Commencement Date	September 2023	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		addition of ANPR / CCTV cameras.				
	Coast Road Extension Corridor: ITS Investment Funded by the Bus Service Improvement Plan.	Tyne and Wear Regional Traffic Signals Service, Newcastle and North Tyneside Local Authorities will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).	No	From the Scheme Commencement Date	March 2024	N/A
	Seaton Burn Corridor: ITS Investment Funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage	No	From the Scheme Commencement Date	November 2023	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>(ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras</p>				
	<p>Leam Lane: ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with</p>	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras</p>				
	<p>Old Durham Road: ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control</p>	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>(UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras</p>				
	<p>South Shields Corridor: ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR)</p>	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>/ CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras</p>				
	<p>A188/ A189 Corridor: ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p>	No	From the Scheme Commencement Date	February 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras				
	John Reid Road Corridor: ITS Investment Funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are	No	From the Scheme Commencement Date	From the Scheme Commencement Date	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras				
	Durham Road: ITS Investment Funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		communications to facilitate control via UTC and the addition of ANPR / CCTV cameras				
	Miscellaneous Signals: ITS Investment Funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		and the addition of ANPR / CCTV cameras				
	Westgate Road: ITS Investment Funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras	No	From the Scheme Commencement Date	September 2023	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	South Shields to Sunderland Coastal Corridor: ITS Investment Funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras	No	From the Scheme Commencement Date	From the Scheme Commencement Date	N/A
	Wallsend BC15 Corridor: ITS Investment	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	Funded by Transforming Cities Fund.	will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras				
	Ponteland Road Corridor: ITS Investment, funded by Transforming Cities Fund.	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction	No	From the Scheme Commencement Date	August 2023	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras</p>				
	<p>Dunston Corridor: ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens</p>	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras</p>				
	<p>Newcastle to South Shields Corridor: ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service, Newcastle, South Tyneside and Gateshead Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing</p>	<p>Yes – required for Bus Lane to form part of scheme.</p>	<p>From the Scheme Commencement Date</p>	<p>March 2024</p>	<p>N/A</p>

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.</p>				
	<p>Bensham Road Corridor: ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of</p>	No	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras</p>				
	<p>Chester Road A183 Corridor:</p> <p>ITS Investment</p> <p>Funded by Transforming Cities Fund.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Sunderland will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number</p>	No	From the Scheme Commencement Date	July 2023	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.</p>				
	<p>A690 Sunderland Corridor: ITS Investment</p> <p>Funded by the Bus Service Improvement Plan.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Sunderland City Council will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the</p>	No	From the Scheme Commencement Date	March 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		<p>Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.</p>				
	<p>Morpeth Corridor: ITS Investment</p> <p>Funded by the Bus Service Improvement Plan.</p>	<p>Tyne and Wear Regional Traffic Signals Service and Northumberland County Council will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p>	No	From the Scheme Commencement Date	March 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.				
	Blyth Corridor: ITS Investment Funded by the Bus Service Improvement Plan.	Tyne and Wear Regional Traffic Signals Service and Northumberland County Council will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).	No	From the Scheme Commencement Date	March 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.				
	Scotswood Road Corridor: ITS Investment Funded by the Bus Service Improvement Plan.	Tyne and Wear Regional Traffic Signals Service and Newcastle City Council will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are	No	From the Scheme Commencement Date	March 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.				
	A184 Corridor: ITS Investment Funded by the Bus Service Improvement Plan.	Tyne and Wear Regional Traffic Signals Service and Gateshead Council will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to	No	From the Scheme Commencement Date	March 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.				
	Barrack Road Corridor: ITS Investment Funded by the Bus Service Improvement Plan.	Tyne and Wear Regional Traffic Signals Service and Newcastle City Council will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to	No	From the Scheme Commencement Date.	March 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		facilitate control via UTC and the addition of ANPR / CCTV cameras.				
ITS01b	<p>Delivering enhanced real time information enabling buses to be accurately located in real-time and ensure they benefit fully from hurry calls at signalised junctions. Systems will be deployed regionwide on all buses with the hurry call detection enabled on the routes where ITS01b has been deployed.</p> <p>Funded by Transforming Cities Fund.</p>	<p>Cloud based back office system to be managed by the system supplier and the region's UTM, with Nexus as the lead regional authority</p> <p>Back office systems to utilise information supplied by Operators to an accuracy level which corresponds to the accuracy of the data received into the system.</p> <p>User requirements are being defined through a Business Case and a bespoke system is intended to be delivered through an Innovation Partnership.</p>	No	From the Scheme Commencement Date	December 2024	Provision by Operators of data in accordance with the specifications of the innovation partnership referred to at reference OP03 in the table in paragraph 1.1 of Schedule 3
STA01	North Shields Transport Hub: A new interchange and public realm	North Tyneside Council will complete detailed design work, business case appraisal and deliver highways reconfiguration	No	From the Scheme Commencement Date	September 2023	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	space in North Shields. Funded by Transforming Cities Fund.	and relocate bus stands to a central hub.				
STA02	Durham Bus station: Redevelopment of Durham bus station to improve access for passengers, better facilities and real time information displays. Funded by Transforming Cities Fund	Durham County Council will complete detailed design work, business case appraisal and deliver the redeveloped bus station	No	From the Scheme Commencement Date	February 2024	
L01	Information Provision: Provision and maintenance of printed information at existing stops throughout the network. The format of timetable information will	Durham will when replacing bus stop liners replace them with new bus stop liners which adhere to the policy specified as applicable to Durham in the section headed Bus stop timetable displays in Part b of Appendix 1. Northumberland will when replacing bus stop liners replace them with new bus	N/A	Within 3 months of the Scheme Commencement Date	N/A	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	<p>become consistent across the region where this improves information.</p> <p>Funded by a combination of existing Local authority funds and Bus Service Improvement Plan funds</p>	<p>stop liners which adhere to the policy specified as applicable to Northumberland in the section headed Bus stop timetable displays in Part b of Appendix 1.</p> <p>Nexus will when replacing bus stop liners replace them with new bus stop liners which adhere to the policy specified as applicable to Nexus in the section headed Bus stop timetable displays in Part b of Appendix 1.</p>				
L02	<p>Multimodal Information Provision and Digital Information Provision:</p> <p>Information pertaining to intermodal travel will be provided at interchanges (bus, Metro and rail) across the region in order to better facilitate passenger transitions from one</p>	<p>Durham to provide information standards as set out in the section headed Information at Interchanges in part b of Appendix 1 at the interchanges listed in respect of Durham at part a of Appendix 1</p> <p>Nexus to provide information standards as set out in the section headed Information at Interchanges in part b of Appendix 1 at the interchanges listed in respect of Nexus at part a of Appendix 1</p>	N/A	Within 3 months of the Scheme Commencement Date	N/A	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	<p>mode of travel to another.</p> <p>Wayfinding in major bus stations and interchanges will be supported by measures including ‘where to catch your bus’ posters.</p> <p>Funded by a combination of existing Local authority funds and Bus Service Improvement Plan funds</p>	<p>Northumberland to provide information standards as set out in the section headed Information at Interchanges in part b of Appendix 1 at the interchanges listed in respect of Northumberland at part a of Appendix 1</p> <p>In each case where an identified interchange is not managed by the relevant Authority, that Authority shall only be required to use reasonable endeavours to provide such information.</p>				
L03	<p>Customer Support Staff:</p> <p>Staff at key interchanges in Tyne and Wear will be available to support customers.</p> <p>Ambassadors will help with guiding passengers and supporting them in</p>	<p>Durham will provide the staff specified in the section headed staff in part b of Appendix 1 at the key interchanges listed in respect of Durham at part a of Appendix 1</p> <p>Nexus will provide the staff specified in the section headed staff in part b of Appendix 1 at the key interchanges listed in</p>	N/A	From the Scheme Commencement Date	March 2024	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	making travel choices. Funded by a combination of existing Local authority funds and Bus Service Improvement Plan funds	respect of Nexus at part a of Appendix 1				
L04	Core Network Mapping: Printed information will be available on our core network to facilitate better understanding of the wider regional bus network. Funded by a combination of existing Local authority funds and Bus Service Improvement Plan funds	Printed information, set out in the section headed Printed Information on Core Network in part b of Appendix 1, will be available on the core network in Durham.	N/A	Within 12 months of the Scheme Commencement Date	N/A	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
L05	<p>Printable information:</p> <p>Printable information will be available online for the whole network.</p> <p>Funded by existing Local authority funds</p>	Durham, Northumberland and Nexus shall provide the relevant timetable and network information online.	N/A	From the Scheme Commencement Date	N/A	N/A
L06	<p>Logo:</p> <p>We will develop a consistent logo that will become a recognisable symbol of public transport in the North East.</p> <p>Funded by the Bus Service Improvement Plan</p>	Authorities and Operators will take an active role in the development and consultation for a new logo which will be facilitated by TNE.	N/A	Within 18 month of the Scheme Commencement Date	N/A	N/A
L07	<p>Website:</p> <p>Network wide ticketing and journey planning will be made available to passengers through</p>	Authorities and Operators will take an active role in the development and consultation for a new website which will be facilitated by TNE.	N/A	Within 9 months of the Scheme Commencement Date	N/A	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	<p>a single dedicated website and app under the as yet to be decided regional bus transport brand</p> <p>Funded by the Bus Service Improvement Plan</p>					
L08	<p>Bus Passenger Charter:</p> <p>A partnership bus passenger charter has been created through consultation with Authorities and Operators.</p> <p>The Charter holds all signees to account regarding regional bus transport services.</p> <p>Funded by the Bus Service Improvement Plan</p>	NECA and NTCA will develop and write a passenger charter in consultation with all Authorities and Operators.	N/A	Within 1 month of the Scheme Commencement Date	November 2024	N/A
L09	TNE Costs: Funding of costs in respect of additional staff and	TNE will spend a minimum of £400,250.00 in each financial year of this EP	No	From the Scheme Commencement Date	N/A	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	<p>technical capabilities required.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>Scheme on additional staffing and technical capabilities to manage and monitor the Enhanced Partnership (including any money spent for these purposes in the financial year prior to the Scheme Commencement Date), provided that where TNE has not spent all of such amount within a financial year, any amount which remains unspent at the end of that financial year will roll over into the following financial year, provided that TNE shall have spent a minimum of £1,200,750.00 during the period of this EP Scheme.</p>				
L10	<p>Additional staff at interchanges – Provide additional staff, turnaround cleaners and customer support staff at identified interchanges.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>TNE will work with Durham, Northumberland Nexus and bus operators to determine the most appropriate employment option for additional staff members, once this has been determined staff will be employed.</p>	No	Within 12 months of the Scheme Commencement Date	N/A	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
L11		Community bus partnerships Funded by the Bus Service Improvement Plan	Nexus, Durham and Northumberland will employ staff to act as bus champions for their areas, they will work with local communities to promote bus use.	No	Within 12 months of the Scheme Commencement Date	N/A	
ATNE01 Delivering bus priority measures along the corridors identified in the Bus Service Improvement Plan:	Barrack Road and Central Motorway (A189 and A167) Corridor	Bus priority measures along the Barrack Road (A189) and Central Motorway (A167) at sites along the routes between Stamford Road and A167 slip road/ Claremont Road. Funded by the Bus Service Improvement Plan	Newcastle City Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include localised road widening to allow for Bus Lanes, extensions to existing Bus Lanes and slip road space reallocations to create bus lanes as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.	Yes	Within 2 months of the Scheme Commencement Date.	September 2024	
	Coast Road (A1058) Corridor	Bus priority measures along the Coast Road (A1058) at sites along the route between	Newcastle and North Tyneside Local Authorities will undertake design work, a business case appraisal and consultation on the	Yes	Within two months of the Scheme Commencement Date.	March 2025	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		Sandyford Road and Foxhunters Roundabout. Funded by the Bus Service Improvement Plan	delivery of works along the corridor. Such works could include junction or signal improvements to prioritise buses, Bus Lanes, slip road space reallocations and localised road widening as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.				
	Westgate Road (A186) Corridor	Bus priority measures along the Westgate Road (A186) at sites along the route between Hadrian School and Elswick Road. Funded by the Bus Service Improvement Plan	Newcastle City Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include parking relocation to allow bus lanes and red routes as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.	Yes	Within two months of the Scheme Commencement Date.	November 2024	
	Wallsend (A193 and B1312) Corridor	Bus priority measures along the Wallsend Corridor	Newcastle and North Tyneside Local Authorities	Yes	Within two months of the Scheme	March 2025	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	(A193, B1312) at sites along the route between Burnside College and New Bridge Street. Funded by the Bus Service Improvement Plan	will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include parking relocation to allow bus lanes, bus lane extensions, bus priority signal implementation and junction improvements to prioritise buses as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.		Commencement Date.		
Dunston Corridor	Bus priority measures along the Dunston Corridor at sites along the route between Team Street and Askew Road Roundabout. Funded by the Bus Service Improvement Plan	Gateshead Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include parking relocation to allow bus lanes, bus lane extensions, bus priority signal implementation and junction improvements to prioritise buses as appropriate depending on	Yes	Within two months of the Scheme Commencement Date.	November 2023	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
			the outcome of the business case appraisal, consultation responses and all other relevant considerations.				
	Bensham (A692 and B1426) Road Corridor	Bus priority measures along the Bensham Corridor (A692 and B1426) at sites along the route between Lobley Hill Road and Coatsworth Road. Funded by the Bus Service Improvement Plan	Gateshead Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include bus only turn lanes, bus lane extensions and localised road widening to facilitate bus entry to existing bus lanes as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.	Yes	Within two months of the Scheme Commencement Date.	July 2024	
	Leam Lane (A195) Corridor	Bus priority measures along the A195 at sites along the route between the junction with the B1288 and then A194(M). Funded by the Bus Service Improvement Plan	Gateshead Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include a new bus lane and a bus lane extension as appropriate depending on the outcome of the business case	Yes	Within two months of the Scheme Commencement Date.	July 2023	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
			appraisal, consultation responses and all other relevant considerations.				
	Old Durham Road (B1296) Corridor	<p>Bus priority measures along the B1296 at sites along the route between Whitehouse Lane to Valley Drive.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>Gateshead Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor.</p> <p>Such works could include parking relocation to allow bus lanes, bus lane extensions and to implement bus priority signals as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.</p>	Yes	Within two months of the Scheme Commencement Date.	July 2024	
	Chester Road (A183) Corridor	<p>Bus priority measures along the A183 at sites along the route between The University of Sunderland and the junction with the B1405.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>Sunderland City Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor.</p> <p>Such works could include bus gates with priority signals and bus lane implementation as</p>	Yes	Within two months of the Scheme Commencement Date.	September 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.				
	A690 Corridor	Bus priority measures along the A690 at sites close to Sunderland College. Funded by the Bus Service Improvement Plan	Sunderland City Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include bus lanes implementation, bus stop relocation into the carriageway to minimise bus movement conflicts with general traffic and provision of a new access junction to provide bus priority as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.	Yes	Within two months of the Scheme Commencement Date.	September 2024
	South Shields to Sunderland Corridor	Bus priority measures along the South Shields to Sunderland Corridor at sites along the	South Tyneside and Sunderland local authorities will undertake design work, a business case appraisal and	Yes	Within two months of the Scheme Commencement Date.	March 2024

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		route between Westoe and Monkwearmouth Hospital. Funded by the Bus Service Improvement Plan	consultation on the delivery of works along the corridor. Such works could include implantation of bus lanes through hatching and parking rationalisation and bus gates as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.				
	South Shields to Newcastle Corridor	Bus priority measures along the South Shields to Newcastle Corridor at sites along the route between Boldon and Heworth. Funded by the Bus Service Improvement Plan	South Tyneside and Gateshead Local Authorities will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include signal controls with bus detection technology, junction realignment to improve efficiency and parking relocation to provide bus lanes as appropriate depending on the outcome of the business case appraisal, consultation	Yes	Within two months of the Scheme Commencement Date.	March 2024	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		responses and all other relevant considerations.				
	Blyth Corridor (A193)	<p>Bus priority measures along the A193 off-slip.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>Northumberland County Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor.</p> <p>Such works could include localised widening to implement a bus lane and a bus gate as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.</p>	Yes	Within two months of the Scheme Commencement Date.	March 2025
	Cramlington Corridor	<p>Bus priority measures along the Cramlington Corridor at sites along the route between Durham Road Roundabout and Dudley Lane Roundabout.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>Northumberland County Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor.</p> <p>Such works could include localised widening to implement bus only roundabout bypasses, introduction of bus priority signals and removal of</p>	Yes	Within two months of the Scheme Commencement Date.	March 2025

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
			pedestrian guard rails to speed up boarding times as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.				
	A188/A189 Corridor	Bus priority measures along the A188/A189 Corridor at sites along the route between Benton Lane and Four Lane Ends Bus and Metro Interchange. Funded by the Bus Service Improvement Plan	North Tyneside Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include bus lanes on approach to bus interchange, bus priority signals and lane narrowing to provide bus lanes as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.	Yes	Within two months of the Scheme Commencement Date.	March 2025	
	Durham (A167) Corridor	Bus priority measures along the A167 at sites along the route between Coundon Gate Roundabout and Kell's Lane.	Gateshead and Durham Local Authorities will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor.	Yes	Within two months of the Scheme Commencement Date.	March 2025	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		Funded by the Bus Service Improvement Plan	Such works could include localised widening to provide bus only roundabout bypass, bus priority signals and general traffic lanes reallocated to bus only lanes as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.				
	Seaton Burn (B1318) Corridor	Bus priority measures along the B1318 at sites along the route between the Great North Road Flyover and Gosforth High Street. Funded by the Bus Service Improvement Plan	Newcastle City Council will undertake design work, a business case appraisal and consultation on the delivery of works along the corridor. Such works could include bus lane extensions, making key link roads bus only and providing new bus lanes by rationalising central hatching as appropriate depending on the outcome of the business case appraisal, consultation responses and all other relevant considerations.	Yes	Within two months of the Scheme Commencement Date.	September 2024	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
ATNE02	Tranche 2 Bus Priority Infrastructure Schemes	<p>Bus Priority Measures across the region as promoted by Local Authority and bus operator partners. These schemes respond to bus delays not identified in the corridors covered by ATNE01.</p> <p>These include schemes that respond to the renewed ambition of the BSIP as well as changing post pandemic travel patterns and new and future developments.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>Local Authorities in the Region will develop and deliver works subject to design work, consultation and business case appraisal outcomes.</p> <p>Expected works could include lane reallocation to create bus lanes, junction upgrades, vehicle detection loops and on-street parking relocation.</p>	Yes	Within two months of the Scheme Commencement Date.	March 2025	
	Springwell Road/Leam Lane Northbound	<p>Bus Priority Measures on Springwell Inn junction, northbound.</p>	<p>Gateshead Council will undertake design work, a business case appraisal and consultation on the delivery of works on this stated intervention.</p>	Yes	Within 2 months of the Scheme Commencement Date.	March 2025	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		Funded by the Bus Service Improvement Plan	Expected works could include widening the junction to provide a bus lane.				
	A694 Swalwell Bridge.	Bus Priority Measures on the A694, close to Swalwell Bridge. Funded by the Bus Service Improvement Plan	Gateshead Council will undertake design work, a business case appraisal and consultation on the delivery of works on this stated intervention. Expected works could include bus lane extensions.	Yes	Within 2 months of the Scheme Commencement Date.	March 2025	
	Parking review	Local Authorities will review and consider the reallocation of parking where there is potential that they conflict with bus movements. Funded by the Bus Service Improvement Plan	Local Authorities will review parking arrangements where they conflict with bus movements. Final details are subject to design work, a business case appraisal and consultation on the proposals. Reviews could be taken out in the following locations: Marsden, Brockley Whins, Coxhoe, Cornforth Lane, Richardson Road/St. Thomas Street, Kells Lane, Durham Road, Prince	Yes	Within 2 months of the Scheme Commencement Date.	March 2025	

1		2	3	4	5	6	7
Reference		Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
			Consort Road and Harewood Crescent (Earsdon Grange).				
ATNE03		Safe and Accessible bus infrastructure - Updates and where necessary renewals of waiting bus infrastructure which does not meet current accessibility and safety standards, and which, as a consequence is a barrier to patronage. Funded by the Bus Service Improvement Plan	TNE will work with Local Authorities and Nexus to produce a programme of bus stops and stations which do not meet current safety and accessibility standards. Appropriate interventions for each location will then be developed. Delivery of interventions is subject to final design, consultation outcomes and business case appraisal.	No	Within 3 months of the Scheme Commencement Date	March 2025	
ATNE04		Maintenance of existing bus facilities. Funded by existing Local Authority budgets.	The Local Highway Authority named in the second column of the table in Annex 3 to this Schedule shall maintain the facilities provided pursuant to the TRO detailed in the third column	No further TROs	From the Scheme Commencement Date	N/A	
ATNE05		Reinvestment in the EP Scheme Area of Operator savings	Authorities shall work together to consider and determine how savings	No	From the Scheme Commencement Date	N/A	(1) Annual reporting by Operators to

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Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	<p>derived directly from this EP Scheme.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>made by Operators which are derived directly from this EP Scheme and reported by Operators in accordance with the requirement set out at reference OPR01 in the table in paragraph 1.3 of Schedule 3 shall be reinvested in the EP Scheme Area, taking into account the existing priorities of those Authorities, and thereafter Authorities shall utilise the governance arrangements set out in section 8 of this EP Scheme as required in order to implement such reinvestment.</p>				<p>TNE of savings derived directly from this EP Scheme in accordance with section 8.11 of this EP Scheme; and</p> <p>(2) implementation of reinvestment of Operator savings by Operators as directed and required by Authorities and/or TNE,</p> <p>each as referred to at reference OPR01 in the table in paragraph 1.3 of Schedule 3.</p>
P&R01	<p>P&R - Major Park and Ride site(s) from a shortlist of proposals, selected subject to business case appraisal.</p>	<p>TNE have commissioned a study to determine the optimal park & ride site in the region, development work will then commence with the relevant Local Authority/Authorities to</p>	No	<p>From the Scheme Commencement Date</p>	<p>March 2025</p>	N/A

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Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	Funded by the Bus Service Improvement Plan	produce a detailed design work and delivery, this is subject to planning applications, land consents, consultation outcomes and business case appraisal. Bus service provision will be dependent on final site selection.				
P&R02	Pocket P&R - Proposed package of strategically placed, micro Park and Ride sites to make it easier for people to join the bus network. Sites will be identified by Local Authorities in both suburban and rural areas. Funded by the Bus Service Improvement Plan	TNE will work with all Local Authorities to identify sites that are suitable for pocket P&R and determine appropriate interventions for each site. Delivery of interventions is subject to final design, planning applications or other land consents which may be required and consultation outcomes and business case appraisal.	No	From months of the Scheme Commencement Date	March 2025	
F&T01	Ticketing Products: (1) Development by Authorities of a reimbursement scheme and any other schemes	Authorities shall work together and engage with Operators in the development of a reimbursement scheme and any other schemes required which shall apply in respect	No	N/A	From the Scheme Commencement Date	(1) Co-operation by Operators as reasonably requested by any Authority in relation to the development of a

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	<p>required which shall apply in respect of the ticketing products set out in Annex 2 of this Schedule 2; and</p> <p>(2) Following development of the reimbursement scheme and any other schemes required as referred to in paragraph (1) above, Authorities shall provide such reimbursement scheme and any other such schemes required.</p> <p>Funded by the Bus Service Improvement Plan</p>	<p>of the ticketing products set out in Annex 2 of this Schedule 2.</p> <p>Following development of the reimbursement scheme and any other schemes required as referred to above, provision by Authorities of such reimbursement scheme and any other such schemes required.</p>				<p>reimbursement scheme and any other schemes required which shall apply in respect of the ticketing products set out in Annex 2 of this Schedule 2; and</p> <p>(2) Following development of the reimbursement scheme and any other schemes required as referred to in this F&T01, provision by Operators of the ticketing products referred to in Annex 2 of this Schedule 2,</p> <p>each as referred to at reference OPT02 in the table in paragraph 1.2 of Schedule 3.</p>
F&T02	Care Experienced ticketing product - Provide a smart annual season ticket	TNE will facilitate the bulk purchase of season tickets for distribution via the	No	Within 1 month of the Scheme	N/A	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	for young adults up to the age of 25 who have left the care system. Funded by the Bus Service Improvement Plan	Local Authorities to the eligible individuals.		Commencement Date		
F&T03	Smart ticket capping - Pay-As-You-Go system with a daily cap when a passenger uses a Pop smart card based of multi-modal day ticket prices. Funded by the Bus Service Improvement Plan	TNE will work with Nexus and Operators to provide the back office system required to allow for smart ticket capping, subject to technical specification being agreed and solution being deliverable.	No	Within 3 months of the Scheme Commencement Date	December 2024	
Serv01	LTA secured services budgets Funded by existing Local Authority budgets.	Northumberland, Durham and Nexus will maintain the secured bus service and concessionary travel budgets for the duration of the EP at a minimum of the actual spend in FY2022/23 excluding LTF funding.	No	From the Scheme Commencement Date	N/A	N/A
Serv02	Bus service improvements	Northumberland, Durham and Nexus will introduce service improvements and enrich the network where	No	Within 6 months of the Scheme Commencement Date	N/A	

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	Funded by the Bus Service Improvement Plan	following the network review there is demand and/or there is limited access to bus services and these services support the objectives of the BSIP, subject to there being resource within the bus industry.				
Serv03	New bus services Funded by the Bus Service Improvement Plan	Northumberland, Durham and Nexus will introduce new bus services where following the network review there are currently no bus services and a potential market exists and these services support the objectives of the BSIP, for example to tourist sites, subject to there being resource within the bus industry.	No	Within 6 months of the Scheme Commencement Date	N/A	
Serv04	DRT service(s) Funded by the Bus Service Improvement Plan	TNE will support Northumberland, Durham and Nexus to develop and deliver a DRT service(s) in the region subject to final business case appraisal.	No	Within 9 months of the Scheme Commencement Date	N/A	
Serv05	Code of Conduct – consultation over service changes:	NECA and NTCA will develop the Code of Conduct in consultation	No	Within 1 month of the Scheme Commencement Date	N/A	N/A

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
	<p>NEJTC have provided an indicative Code of Conduct in Annex 1 of this Schedule 2, which will be developed through consultation with Authorities and Operators.</p> <p>The Code of Conduct will set out a management process for making changes to or on the bus network.</p> <p>Funded by the Bus Service Improvement Plan</p>	with all Authorities and Operators.				
Serv06	<p>Promotion of concessionary travel</p> <p>Funded by the Bus Service Improvement Plan and bus operator existing budgets.</p>	<p>TNE will work with Durham, Northumberland, Nexus and Operators to promote concessionary travel through:</p> <p>(1) targeted marketing campaigns;</p> <p>(2) development and delivery of schemes; and</p>	No	From the Scheme Commencement Date		<p>(1) Operators working with Durham, Northumberland, Nexus and TNE in relation to the promotion of concessionary travel as referred to in this Serv06, as referred to at</p>

1	2	3	4	5	6	7
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which work on the Facility or Measure is to be started by	Date from which work on the Facility or Measure is to be delivered by	Dependency
		(3) working with key stakeholders and community groups, to make persons eligible for concessionary travel aware of such eligibility.				reference OPR02 in the table in paragraph 1.2 of Schedule 3.
Serv07	Marketing Funded by the Bus Service Improvement Plan	TNE shall undertake marketing campaigns to promote Facilities and Measures introduced under this Scheme including: (1) new and enhanced bus services including those referred to at references Serv01, Serv02 and Serv03 in this Schedule 2; and (2) the ticketing products referred to at references F&T01 and F&T02 in this Schedule 2	No	From the Scheme Commencement Date	N/A	Introduction of the relevant Facilities and Measures to be marketed
Serv08	Use of local funding	TNE will use BSIP funds of £16,385,107 to cover bus expenditure in FY2023/24 and will use local funding to support services and fares beyond FY2023/24.	No	From the Scheme Commencement Date	N/A	

APPENDIX 1: DETAILS OF FACILITIES OR MEASURES

Part a: Interchanges

County Durham:

Interchanges	"Key" interchanges
Durham City Bus Station	Durham City Bus Station
Consett Bus Station	
Stanley Bus Station	
Peterlee Bus Station	
Bishop Auckland Bus Station	
Chester-le-Street	
Ferryhill	
Crook	
Barnard Castle	
Seaham	
Newton Aycliffe	
Spennymoor	

Nexus:

Interchanges	"Key" interchanges
Regent Centre	Eldon Square
Four Lane Ends	Haymarket
Northumberland Park	Four Lane Ends
North Shields	Gateshead
Wallsend	Park Lane
Monument	South Shields
Haymarket	
Gateshead	

Jarrow	
South Shields	
Park Lane	
Central Station, Newcastle	
Heworth	
Eldon Square	
Fawcett Street / Sunderland Station, Sunderland	

Northumberland:

Interchanges	"Key" interchanges
Blyth	
Hexham	
Morpeth	
Ashington	
Alnwick	
Berwick	

Part b: Information and staff provision**Staff:**

Authority	Details of staff provided
County Durham	<ul style="list-style-type: none"> Facilities management staff for cleaning toilets, passenger concourse etc. at main bus stations (Durham, Consett, Stanley and Peterlee) New Durham bus station will have customer facing staff in core hours on completion of rebuilding (due 2023)
Nexus	A team of 5 staff who operate north of the River Tyne and 5 staff south of the river. Both teams are managed by a customer service manager
Northumberland	n/a

Bus stop timetable displays:

Authority	Details of information displayed
County Durham	<ul style="list-style-type: none"> Trapeze Novus X software is used to automatically generate all timetable displays for any given change date One of several layouts is used depending on the space available on the page Bus stops that have a future timetable change are automatically identified and the most appropriate layout is chosen Displays are grouped into pre-defined areas for printing and distribution Efficient system that allows displays to be updated by the change date with minimal staff resource Modified 'where to board' layout is used for large format static electronic passenger display screens Durham CC policy is to replace every printed timetable display within 7 days and before any bus service change date. Timetable displays at bus stops and bus stations are managed by Durham County Council Real Time Passenger Information (RTPI) is available at 150 bus stops across County Durham RTPI displays at main bus stations (Durham, Consett, Stanley and Peterlee) show next bus departures at head of stand and summary of services

Authority	Details of information displayed
	<ul style="list-style-type: none"> RTPI displays at other principal bus stops show next bus departures
Nexus	<ul style="list-style-type: none"> Timetables at bus stops and stations are managed by Nexus Each stop has its own customised timetable They are frequently updated as alterations to timetables are made Real time information is available at approximately 66 bus stops across Tyne and Wear (220 including stops within bus stations) Bus operators provide Nexus with vehicle location data in an agreed format, which is then used by a prediction engine to produce an estimated time of arrival (ETA) Efficient system that allows displays to be updated by the change date with minimal staff resource As Nexus and operators use different prediction methods, there can be slight discrepancies in the final ETA
Northumberland	<ul style="list-style-type: none"> Northumberland procure their bus stop liners on a contractual basis from Nexus

Information at interchanges:

Authority	Details of information provided
County Durham	<ul style="list-style-type: none"> Large format (55") static electronic displays show 'where to board your bus' information. This is a basic webpage updated with current data as required Printed 'where to board your bus' displays are provided and maintained at all bus stations Large format (55") interactive electronic displays are available at Durham Railway Station and Durham Bus Station for journey planning and onward rail travel information Other information includes: notices, advertisements, service disruption and holiday service information
Nexus	<ul style="list-style-type: none"> Bus interchanges and Metro stations are fitted with PID's providing a live feed of departures Nexus provides 'Where to catch your bus' information posters at interchanges
Northumberland	n/a

Printed information on core network:

Authority	Details of information provided
County Durham	<ul style="list-style-type: none"> • Printed timetable display at every bus stop • Large format poster in Adshell shelters • Smaller Bissel standard case on posts at other stops • A County Durham bus map is published which includes surrounding cross-boundary services • Shape files for bus routes are updated as part of the existing County Durham interactive bus map
Nexus	Printed timetable display at every bus stop
Northumberland	

ANNEX 1: INDICATIVE CODE OF CONDUCT

Defined Terms

“LA/PTE” Local Authority/ Public Transport Executive, in the EP area this applies to Durham County Council, Northumberland County Council and Nexus

“Partnership Board” The North East Bus Partnership Board will provide governance to the North East bus Enhanced Partnership

“Local Bus Board” Local partnership boards for each Local Authority area within the EP Scheme Area, which provide a forum for discussions in respect of the EP Plan and EP Scheme and other matters in relation to bus services at a local level.

“LTA” Local Transport Authority, in the EP area this refers to The Joint Transport Committee who delegate their powers for secured bus services out to the LA/PTE as defined above.

Introduction

The North East Bus Service Code of Conduct has been drafted between the region’s bus operators and local authorities as well as Transport North East (TNE) and Nexus. The Code of Conduct responds to issues raised during public and stakeholder consultation regarding the current process of bus services changes. This code introduces a consistent standard to ensure network changes can be made in an orderly manner and communities and bus users are adequately consulted with.

Code of Conduct – Management process for making changes to or on the bus network

As is the case at present, planned network changes by operators will be implemented at fixed dates in the year, which are agreed annually with the LA/PTE, in order to retain customer confidence, limit pressure on publicity functions and assist contract management. It is acknowledged that flexibility will be required to respond to circumstances where there is seasonal demand or where there are reliability concerns.

Under certain situations it may also be agreed that a bus operator does not need to give advanced notice of changes, beyond the statutory requirements. This may be when a change will be beneficial to the bus network and therefore passengers, or when the affected LA/PTE and operator agree that a change is either immaterial or required, for example, to meet the requirements of a traffic regulation order.

The LA/PTE may also choose not to raise changes with Bus Boards, if they consider changes to be so minor and immaterial that the impact on passengers will be negligible.

- **T-18 weeks** – An operator determines the need to make a network change and submits initial proposals in writing to the appropriate LA/PTE, including Transport North East. The relevant bus board or boards are also identified so that changes can be communicated to elected members via correspondence from the local authority. Such a submission should include a short brief on the reasons for the change, including data if relevant and not commercially sensitive, demonstrating how the change or changes would impact the objectives set out in the Bus Service Improvement Plan (BSIP), Enhanced Partnership (EP) Plan and/or other current local transport policies. Where impacts are potentially or actually detrimental operators ought to detail methods of mitigation. On receipt Bus Board Chair to consider if the change(s) merits raising with the wider Local Bus Board. Any data requests, in line with section 6C of the Transport Act 1985, are to be made to operators at this time with the data provided as soon as is practicable for the LA/PTE to prepare feedback.

- T-15 weeks (latest) – Feedback on proposals to be sent to operators from LA/PTE *[It is expected that operators and LTAs communicate during this period to work through the proposals]*
- T-13 weeks – Plans, having taken into account initial feedback from Bus Boards and elected members, are ready for consultation.
- T-13 weeks – Authorities and / or operators undertake appropriate measures to publicise draft changes to routes and service levels, as well how feedback can be provided, via social media (push adverts if funding allows), websites and digital information boards at bus stops, in bus stations and on-board buses, where available and appropriate. Engagement to be held with key stakeholder bodies and the general public via “drop in” sessions as appropriate.
- T-11 weeks – Bus Board Chair to consider if a meeting is required, if so, Local bus board meeting is held to review feedback and discuss with operators if any amendments to the proposed changes can be taken. If changes affect multiple local authorities’ officers should attend all local bus board meetings to provide members with the full proposal. T-11 to T-6 week period is used to make any final amendments to aforementioned changes.
- T-10 weeks – Final registration draft copies are supplied to each relevant LA/PTE, encapsulating any feedback received to date. Based on the type of change taking place, the LA/PTE can invoke any data requests as per the Bus Services Act 2017.
- T-8 weeks – No further data or service amend requests can be provided beyond this date unless agreed critical. LA/PTE to ensure that relevant proformas are provided as soon as practical after this date and not unduly withheld.
- T-6 weeks – Services registered and 6-week period is used to promote network changes. Promotion to be undertaken by operators and the LA/PTE including social media, websites, apps, and digital information displays at bus stations, bus stops and on-board buses where available and appropriate.
- T-6 weeks – A partnership board meeting is held for an overview if changes are region wide or beyond the jurisdiction of local bus boards i.e. three or more areas.
- T-6 weeks – Traffic commissioner notified, unless all partners agree that a short-term notice will be acceptable. This may be when a change will be immaterial to bus users, offer an increased service or respond to short term events such as reliability challenges.
- T-4 weeks – Operators and Authorities begin to update and go live with customer information where applicable.
- T-2 weeks¹ – Revised bus service data (timetables/routes) to be updated for journey planning and real time passenger information systems. Roadside publicity updates begin to be undertaken for completion no later than T+1, best endeavours will be used to have updates completed by T-0.
- T-0 weeks – Changes, as agreed by all appropriate bodies in the weeks prior, go live.

¹ Where practicable and timetable finalisation has occurred on time, must occur between T-1 and T+1.

ANNEX 2: TICKETING PRODUCTS

Part a: Children's single fare product

A uniform single fare product available for passengers aged between 5 and 16 years (inclusive) which is accepted by Operators on all local bus services operating in the administrative areas of the NECA and the NTCA.

Part b: Under 22 single fare product

A uniform single fare product available for single journeys for passengers aged between 5 and 21 years (inclusive) which is accepted by Operators on all local bus services operating in the administrative areas of the NECA and the NTCA.

Part c: Under 22 multimodal capped one day fare product

A capped all day fare product which is available for passengers aged between 5 and 21 years (inclusive) which is accepted by Operators on all local bus services operating in the administrative areas of the NECA and the NTCA as well as Tyne and Wear Metro, the Shields Ferry and relevant local rail services.

Part d: Adult multimodal capped one day fare product

A capped all day fare product which is available for adults aged 22 or over which is accepted by Operators on all local bus services operating in the administrative areas of the NECA and the NTCA as well as Tyne and Wear Metro, the Shields Ferry and Sunderland to Blaydon rail line, provided that separate products may be created which are valid only in, and/or different price points specified for use in, each of Tyne & Wear, Durham and Northumberland.

ANNEX 3: MAINTAINING EXISTING FACILITIES

Reference	Authority	Title of Order
EF01	Durham	The County Council of Durham (A690/ A691 Millburngate Junction, and unclassified Millburngate, Durham City) (Bus Lane and No Entry) Order 2004
EF02	Durham	The County Council of Durham (C184 Newcastle Road Chester Le Street) (Bus and Cycle Lane) Order 2004
EF03	Durham	The County Council of Durham (B6288 & A167 Croxdale, Durham) (Bus, Coach, Pedal Cycle and Motor Cycle Lane) Order 2011
EF04	Durham	The County Council of Durham (Various Locations, County Durham) (Bus, Cycle, Motorcycle & Taxi Lanes 7am-7pm) Order 2014
EF05	Durham	The County Council of Durham (Various Locations, County Durham) (Bus, Cycle, Motorcycle & Taxi Lanes 7am-7pm) Order 2014 (Amendment No.1) Order 2016
EF06	Durham	The County Council of Durham (North Road, Durham City) (Bus Gate) Order 2018
EF07	Gateshead	The Borough Council of Gateshead (Winlaton Area) (Amendment) Traffic Regulation Order 2007
EF08	Gateshead	The Borough Council of Gateshead Council (Traffic Movements) (Consolidation) Order 2010
EF09	Gateshead	The Borough Council of Gateshead (Durham Road Gateshead) (Prohibition of Right and Left Hand Turns and Bus and Cycle Lanes) Order 2010
EF10	Gateshead	The Borough Council of Gateshead (Felling Bypass / Felling Bypass Westbound Slip Road from Lingey Lane Gateshead) (Bus Lane) Order 2013
EF11	Gateshead	The Borough Council of Gateshead (Leam Lane Central Gateshead) Traffic Regulation Order 2014
EF12	Gateshead	The Borough Council of Gateshead (Lingey Lane Felling) (Traffic Restrictions) Traffic Regulation Order 2014
EF13	Gateshead	The Borough Council of Gateshead (Bus Lanes) Traffic Regulation Order 2014
EF14	Gateshead	The Borough Council of Gateshead (Durham Road QTC Phase 4 Part 2 Gateshead) Traffic Regulation Order 2016

Reference	Authority	Title of Order
EF15	Gateshead	The Borough Council of Gateshead (Bus Lanes Gateshead) (Amendment No.1) Traffic Regulation Order 2017
EF16	Gateshead	The Borough Council of Gateshead (Bus Lanes Gateshead) (Amendment No.3) Traffic Regulation Order 2019
EF17	Gateshead	The Borough Council of Gateshead (Sunderland Road Gateshead) (Bus Lane Amendment No.4) (Waiting Restrictions) Traffic Regulation Order 2022
EF18	Gateshead	The Borough Council of Gateshead Askew Road and Surrounding Area Traffic Regulation Order 2022
EF19	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014
EF20	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (Cowgate Highway Improvement Area Variation) Order 2015
EF21	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (John Dobson Street and St Mary's Place Variation) Order 2015
EF22	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (Great North Road Variation) Order 2016
EF23	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (Monument Area Variation) Order 2016
EF24	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (William Armstrong Drive Variation) Order 2017
EF25	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (Neville Street Variation) Order 2019
EF26	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (Barras Bridge Variation) Order 2019
EF27	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (Killingworth Road Variation) Order 2019

Reference	Authority	Title of Order
EF28	Newcastle	City of Newcastle Upon Tyne (Bus Lanes) Traffic Regulation Order 2014 (Barras Bridge and St. Mary's Place Variation) Order 2021
EF29	Northumberland	Northumberland County Council (Laverock Hall Road Bus Lane) Order 2020 (TROM_144)
EF30	North Tyneside	The Council of the Borough of North Tyneside (Bus Lane) (Consolidation) Order 2020
EF31	South Tyneside	South Tyneside Council (Movement Restrictions) (Consolidation) Order 2021
EF32	Sunderland	The City of Sunderland (Hetton-Le-Hole Town Centre) (Loading Only Bays) Order 2003
EF33	Sunderland	The City of Sunderland (South Sunderland Area) (Prescribed Routes) (Consolidation) Order 2003
EF34	Sunderland	The City of Sunderland (North Sunderland Area) (Prescribed Routes) (Consolidation) Order 2003
EF35	Sunderland	The City of Sunderland (West Sunderland Area) (Prescribed Routes) (Consolidation) Order 2003
EF36	Sunderland	The City of Sunderland (Wheatsheaf Gyratory) Traffic Order 2013
EF37	Sunderland	The City of Sunderland (St. Mary's Way Area) Traffic Order 2015
EF38	Sunderland	The City of Sunderland (Dene Street, Silksworth) (Access for Buses and Cycles Only) Order 2018
EF39	Sunderland	The City of Sunderland (Houghton Town Centre) Traffic Order 2019
EF40	Sunderland	The City of Sunderland (Washington Area Bus Links and Bus Lanes) Amendment Order 2022

SCHEDULE 3: REQUIREMENTS IN RESPECT OF LOCAL SERVICES

1.1. Vehicle standards

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
OP01	<p>Audio Visual Equipment:</p> <p>All newly manufactured vehicles to be fitted with next-stop audio visual equipment as standard in order to improve the onboard passenger experience.</p>	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	From the Scheme Commencement Date	
OP02	<p>Vehicle Standards:</p> <p>All newly manufactured vehicles will meet, as a minimum, Euro VI standards</p>	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	From the Scheme Commencement Date	

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
OP03	<p>Real Time Information:</p> <p>To be provided in accordance with data specifications agreed through the innovation partnership, and which will be utilised by back office systems referred to in reference ITS01b in the table in Schedule 2</p>	All local services within the EP Scheme area that run along the corridors set out in reference ITS01a in the table in Schedule 2 and wish to have use of the hurry calls at signals, excluding services stated in Section 5 of this EP Scheme	Within 3 months of the Scheme Commencement Date	Provision by Authorities of back office systems referred to at reference ITS01b in the table in Schedule 2, which will utilise information supplied by Operators

1.2. Ticketing

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
OPT01	Smart Card: Customers can use an agreed single common Pay-As-You-Go ITSO-compliant smart card when paying for any journeys by bus	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	From the Scheme Commencement Date	
OPT02	Ticketing Products: Operators shall: (1) co-operate as reasonably requested by any Authority in relation to the development by Authorities of a reimbursement scheme and any other schemes required in relation to the ticketing products set out in Annex 2 to this Schedule 2, as referred to at reference F&T01 in the table in Schedule 2; and (2) following development by Authorities of the reimbursement scheme and any other schemes required as referred to in paragraph (1) above, provision of the ticketing	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	From the Scheme Commencement Date	(1) Development by Authorities of a reimbursement scheme and any other schemes required; and (2) Following development by Authorities of the reimbursement scheme and any other schemes required as referred to in paragraph (1) above, provision by Authorities of such reimbursement scheme and any other schemes required, each as referred to at reference F&T01 in the table in Schedule 2

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
	products referred to in Annex 2 of this Schedule 2			

1.3. General

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
OPR01	<p>Reinvestment in the EP Scheme Area of Operator savings derived directly from this EP Scheme:</p> <p>Operators shall:</p> <p>(1) report to TNE on Operator savings derived directly from this EP Scheme in accordance with section 8.11 of this EP Scheme on an annual basis; and</p> <p>(2) implement reinvestment of Operator savings as directed and required by Authorities and/or TNE.</p>	All local services within the EP Scheme Area excluding services stated in Section 5 of this EP Scheme	From the Scheme Commencement Date	Directions from Authorities and/or TNE (as applicable) regarding the reinvestment of Operator savings, as referred to at reference ATNE05 in the table in Schedule 2.
OPR02	Promotion of concessionary travel:	All local services within the EP Scheme Area excluding services stated in Section 5 of this EP Scheme	From the Scheme Commencement Date	Durham, Northumberland, Nexus and/or TNE (as applicable)

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
	<p>Operators shall work with Durham, Northumberland, Nexus and TNE to promote concessionary travel through:</p> <p>(1) targeted marketing campaigns;</p> <p>(2) development and delivery of schemes; and</p> <p>(3) working with key stakeholders and community groups,</p> <p>to make persons eligible for concessionary travel aware of such eligibility.</p>			<p>working with Operators regarding the promotion of concessionary travel, as referred to at reference Serv06 in the table in Schedule 2.</p>

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North East Joint Transport Committee

Date: 19th December 2023

Subject: North East Zero Emission Vehicle Strategy – Approval to publish

Report of: Managing Director, Transport North East

Executive Summary

This report seeks approval to adopt the North East Zero Emission Vehicle (ZEV) Strategy following a period of consultation. The strategy aims to deliver reliable public zero emission vehicle charging infrastructure across the region, wherever people need it.

Over 838 pieces of engagement were received from members of the public and stakeholders with the majority in support of the strategy aim.

A mixture of online and in-person engagement took place throughout the consultation period which ran from 3rd October to midnight on 7th November 2023.

Following the consultation period, some changes have been made to the strategy document which is appended to this report.

A Consultation Feedback summary report, which sets out the key changes made to the strategy, is also appended to this report.

Recommendations

The North East Joint Transport Committee is recommended to:

- i. Note the responses to the consultation as outlined in this report and in the Consultation feedback report (Appendix 2); and,
- ii. Formally adopt the North East Zero Emission Vehicle Strategy set out in Appendix 1, as one of the suite of strategies expanding on the North East Transport Plan.

1. Background Information

- 1.1 The North East Transport Plan (NETP), published March 2021, set out the North East's transport ambitions up to 2035. Within the Plan, a commitment was made to develop and publish a North East Zero Emission Vehicle (ZEV) Strategy.
- 1.2 Delivery of a ZEV Strategy will help achieve the Transport Plan's vision of 'Moving to a green, healthy, dynamic and thriving North East' and the Plan's five objectives. It also builds on the regional Zero Emission Vehicle Policy and the Making the Right Travel Choice Strategy, both published in 2022.

2. Strategy Content

- 2.1 The North East Zero Emission Vehicle Strategy aims to deliver reliable public zero emission vehicle charging infrastructure across the North East wherever people need it.

It seeks to deliver an excellent public charging network throughout the region, including areas which are not commercially viable to support petrol and diesel car/van drivers transition to ZEVs.
- 2.2 The strategy aim reflects the Government's ambition to ban the sale of new petrol and diesel vehicles by 2035 and will ensure there is sufficient infrastructure throughout the region to enable this change.
- 2.3 The consultation draft strategy focused on the approach that: **Excellent Infrastructure + Well Informed People = Increase in Zero Emission Vehicles.** This approach was based on the belief that by delivering a comprehensive and inclusive public infrastructure network offer, together with clear positive messaging, we can support people and businesses to switch from petrol and diesel cars or vans to ZEVs.
- 2.4 It is not the aim of the strategy to encourage people who are already walking, wheeling, cycling or using public transport to switch to a ZEV. Instead, we want to promote the use of ZEVs for journeys which have to be made by cars and vans.
- 2.5 Delivering a North East ZEV Strategy will help ensure a consistent approach to delivering reliable public zero emission vehicle charging infrastructure across the region helping to achieve the North East Transport Plan vision and objectives by tackling the region's climate emergency, reducing carbon emissions and improving air quality. It will ensure future public ZEV infrastructure is well maintained, supports urban, suburban, and rural areas of our region, supports all users, including people with disabilities and are actively promoted, highlighting the benefits.
- 2.6 The ZEV Strategy covers the period up until 2035 and sets an £80 million package of regional interventions that will help deliver reliable public zero emission vehicle charging infrastructure across the North East wherever people need it.
- 2.7 The strategy identifies proposed investments and initiatives which broadly consist of the creation of an EV partnership group with the public and private sector, new public EV charging infrastructure, maintenance and upgrading of the existing public

chargepoint network, increased information provision for people to make the transition to ZEVs, innovative schemes to develop ZEV technology, and a flexible procurement framework available to deliver EV charging infrastructure.

- 2.8 In addition to public charging infrastructure for EVs the strategy also reflects the potential role of other ZEV infrastructure, such as Hydrogen refuelling for larger vehicles, and proposes some innovation schemes.

2.9 Consultation approach and response.

On 19th September 2023 JTC members approved the draft North East Zero Emission Vehicle Strategy for consultation. The consultation began on 3rd October 2023 and ran for five weeks until 7th November.

In order to reach out to as many members of the public and stakeholders as possible, a multi-faceted approach was used. Furthermore, to ensure the consultation was inclusive different formats of the strategy were available upon request.

In all, a total of 838 pieces of engagement were received as part of the consultation. A majority of the responses received were from the online survey (482) with 323 responses being comment cards at in-person events held in each of the seven local authority areas. The remaining responses were received by email from stakeholders. In addition, 18 people registered for three online events which were hosted.

As part of the consultation feedback evaluation, an external report has been produced and is appended to this agenda item.

The majority of respondents expressed support for the strategy's key aim, and its approach.

2.10 Summary of feedback received from members of the public

Response theme	Insights
Cost	The theme of cost came through strongly throughout responses. The initial purchasing cost of ZEVs was seen by many as prohibitive. This includes the cost of charging, which is often cited as a barrier as well as insurance and maintenance costs. We heard that the secondhand market is not broad or deep enough yet for a wide scale regional sea-change in ZEV uptake. There are also concerns around the costs to replace ZEVs and their components, which are not always seen as having a suitably long life cycle. Concerns around cost were also framed against the ongoing cost of living crisis, with some feeling that public funds spent on charging infrastructure could be used elsewhere.
Support for the strategy	Respondents were supportive of the strategy and its approach, often on the grounds of air quality and environmental benefits that may be gained by an increase in ZEV uptake. Some respondents have highlighted that this will be important to the future of our region, making

	sure that the North East is not left behind after a transition to ZEVs.
Reliability	Respondents highlighted concerns around the reliability of both ZEVs and ZEV infrastructure. A perceived lack of reliability of charge points, as well as the lack of reliable information on current infrastructure, was highlighted, as well as concerns about the reliability of ZEVs for people's everyday needs. This includes range anxiety, which combines with a perception that there are not enough charge points in enough locations to support longer distance travel. Beyond this, there are concerns about the lifespan of the vehicles and their components.
Access and Accessibility	Respondents raised concerns about their ability to access and easily use electric vehicle charging infrastructure, especially for those without the option for at home charging. This is not limited to the cost and location of charge points, but also includes concerns about the speeds available and the connectors available at provision, as well as the need for smartphones and different apps to use charge points operated by different operators. Issues were raised about the accessibility of provision and vehicles for those with mobility aids. Infrastructure taking up pavement space was seen as unacceptable for many.
General Comments	<p>Some other general issues were highlighted during the consultation process.</p> <p>For example, some respondents disagreed with the language of the 'well informed people' component of the aims and approach.</p> <p>The potential for hydrogen and other alternatives to refuelling was seen as a better option by some respondents.</p>

3. Proposals

- 3.1 The proposal is for JTC to agree to endorse the North East Zero Emission Vehicle (ZEV) Strategy which has been updated to reflect consultation feedback.

4. Reasons for the Proposals

- 4.1 Delivery of a Zero Emission Vehicle Strategy will help achieve the Transport Plan's vision of 'Moving to a green, healthy, dynamic and thriving North East' and the Plan's five objectives.

5. Alternative Options Available

- 5.1 Option 2 – The North East Joint Transport Committee may choose not to accept the recommendation set out in paragraph 3.1 above.
- 5.2 Option 1 is the recommended option.
- 5.3 Following formal adoption, the document will be published on the Transport North East website and work will begin to deliver the key outcomes of the strategy.
- 6. Potential Impact on Objectives**
- 6.1 The adoption of the North East Zero Emission Vehicle Strategy will help to achieve all five of the region's agreed transport objectives. A set of key indicators, linked to the North East Transport Plan also form part of the strategy monitoring process.
- 7. Financial and Other Resources Implications**
- 7.1 Schemes and projects developed to deliver the strategy outcomes will be subject to individual finance and resource assessments within the delivery programme.
- 8. Legal Implications**
- 8.1 There are no legal implications arising directly from this report.
- 9. Key Risks**
- 9.1 The schemes and projects developed to deliver the strategy outcomes will be subject to individual risk assessments as part of the delivery programme.
- 10. Equality and Diversity**
- 10.1 The proposals in the strategy are seeking a positive impact on equality and diversity in relation to access to transport.
- 11. Crime and Disorder**
- 11.1 The proposals in the strategy are seeking a positive impact on the safety and security of users of the region's public zero emission vehicle charging infrastructure.
- 12. Consultation/Engagement**
- 12.1 In addition to the 5-week public consultation the drafting of the strategy was assisted through a steering group consisting of key stakeholders and local authority representatives.
- 13. Other Impact of the Proposals**
- 13.1 No further impacts to consider.
- 14. Appendices**

14.1 Appendix 1 – North East Zero Emission Vehicle (ZEV) Strategy (Final)

14.2 Appendix 2 – Consultation feedback report

15. Background Papers

15.1 Item 7- North East Zero Emission Vehicle Strategy.

North East Joint Transport Committee, 19th September 2023

<https://northeastca.gov.uk/wp-content/uploads/2023/09/2023.09.19-JTC-Public-Agenda-Pack-v2.pdf>

16. Contact Officers

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17. Sign off

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

18. Glossary

NECA- North East Combined Authority

NEJTC- North East Joint Transport Committee

NE MTRTC- North East Making the Right Travel Choice Strategy

NETP- North East Transport Plan

NE ZEV- North East Zero Emission Vehicle Strategy

TNE- Transport North East



North East Zero Emission Vehicle (ZEV) Strategy

December 2023

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Foreword

Back in 2021 when the North East Transport Plan was published, I stated that it was the first step in a journey towards a green, healthy, dynamic and thriving North East. Since then, we've been working hard towards our aim of delivering reliable public zero emission vehicle charging infrastructure across the region, wherever people need it. Our North East Zero Emission Vehicle Policy that we published last year was the next step, and this strategy builds on this, moving us further along on our journey to reach our goals.

We know that road transport contributes 36% to the North East's carbon emissions – the most out of any sector. To tackle the climate emergency our region faces, it is imperative that we increase use of green, sustainable transport. Whilst significant work is underway to encourage the use of sustainable travel (walking, wheeling, cycling and public transport), we recognise that travelling by car or van may be the only suitable option for some journeys and circumstances.

This strategy is therefore intended to help reduce the environmental impact of car/van travel by encouraging the switch to zero emission vehicles (ZEVs).

It is not the aim of this strategy to encourage people who are already walking, wheeling, cycling or using public transport to switch to a ZEV. Instead, we want to promote the use of ZEVs for journeys which have to be made by cars and vans.

It is proven that electric vehicles (EVs) provide a cleaner, more sustainable option for motorists than standard petrol or diesel cars and indeed why the government has stipulated that all new cars and vans must be fully zero emission by 2035.

We want the transition to emission-free driving to be as easy and as accessible as possible for local people, and to happen as quickly as possible in light of the alarming climate emergency we all face. To do this, we believe that excellent infrastructure, along with well informed people is the right recipe for a seamless increase in zero emission vehicles.

I am very proud that the North East has constantly been at the forefront in championing the use of zero emission vehicles (ZEVs). Our region is home to Europe's most successful EV (the Nissan Leaf), the UK's only large-scale battery factory (Envision, Sunderland) and we continue to hold our position as a key global centre in emerging clean energy technologies.

Through this strategy, and by investing in EV infrastructure and supporting people to make the changes required, we can build those successes to deliver more zero emission vehicles on our roads, tackling air pollution and creating a better environment.

This updated version of the strategy outlines our final proposals, taking into consideration feedback from public consultation, in which we carried out numerous types of engagement. Thank you to everyone who shared their views on the strategy which have really helped to shape this final version.

I do not underestimate the scale of the challenge ahead, but by working together, we can make the most of this opportunity, and make the North East a green, healthy, dynamic and thriving place to be.



Councillor Martin Gannon, Chair of North East Joint Transport Committee

Executive summary

Background

This North East Zero Emission Vehicle (ZEV) Strategy sets out our aim **to deliver reliable public zero emission vehicle charging infrastructure across the North East, wherever people need it.** It builds on the 2022 North East ZEV policy, which outlined initial proposals for how the region will complement private sector charging facilities, co-ordinate action with local authority charging initiatives and build a partnership with Northern Powergrid and Scottish Power.

Development of this strategy fulfils a commitment made in the 2021-2035 North East Transport Plan and will help deliver the five objectives of the Plan:

- Carbon Neutral North East;
- Overcome Inequality and Grow Our Economy;
- Healthier North East;
- Appealing sustainable transport choices;
- Safe, secure network.

The lead policy of the Transport Plan is to help people to make the right travel choice. Whilst significant work is underway to encourage the use of sustainable travel (walking, wheeling, cycling and public transport), we recognise that travelling by car or van may be the only suitable option for some journeys and circumstances.

This strategy is therefore intended to help reduce the environmental impact of car/van travel by encouraging the switch to ZEVs. **It is not the aim of this strategy to encourage people who are already walking, wheeling, cycling or using public transport to switch to a zero emission vehicle. Instead, we want to promote the use of ZEVs for journeys which have to be made by cars and vans.**

The geographical area addressed by this strategy comprises the seven local authorities in the North East, (Durham, Gateshead, Newcastle, Northumberland, North Tyneside, South Tyneside, and Sunderland) soon to be brought together under a North East Mayoral Combined Authority (NEMCA).



Strategy content

The strategy represents a positive step to assist people who need to travel by car or van but wish to do so more sustainably, including those in rural areas or densely built urban locations with no off-street parking.

Whilst our initial focus is primarily public electric vehicle (EV) infrastructure such as chargepoints for cars and vans, the strategy also reflects the potential role of other ZEV infrastructure, such as Hydrogen refuelling for larger vehicles, and proposes some innovation schemes. Future refreshes may strengthen reference to other zero emission vehicles and infrastructure.

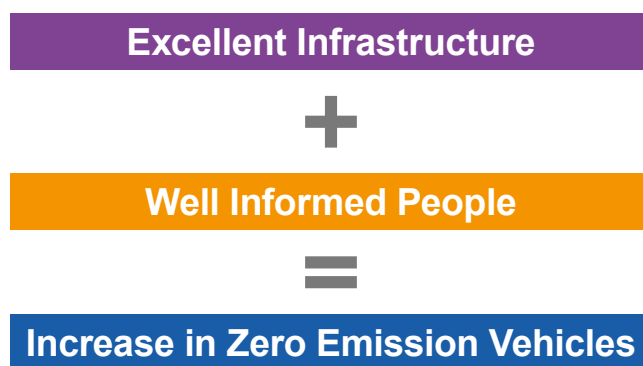
The strategy covers the period up to 2035, to reflect the UK Government's September 2023 commitment to phase out the sale of new petrol and diesel cars and vans by 2035. The document will be refreshed when appropriate.

The delivery plan of this strategy sets out a new prioritised list of 221 potential sites for public chargepoints as the result of a refreshed enabling study (Appendix 1). This has helped inform the region of the investment into publicly available chargepoints which is required over the next five years.

This pipeline of chargepoint locations on publicly owned land will be able to be taken forward as public funding becomes available. However, the region's public charging network simply will not be able to increase at the scale and pace required with public funding alone. Whilst the North East is seeing ever-increasing investment from private chargepoint operators, significantly more private investment will be required across the region for the demand for publicly available chargepoints to be met. This is why this strategy proposes the creation of an EV partnership group to work together with local authorities, the private sector and Northern Powergrid to gain a better understanding of where each sector is planning to install chargepoints so that gaps in the network can be identified.

Research has informed the development of this strategy and has highlighted concerns around access to charging infrastructure, range anxiety and the cost of zero emission vehicles as key factors affecting the switch from petrol or diesel vehicles. This strategy sets out how we can help overcome some of these challenges by working in partnership with the public and private sector.

We believe that **excellent infrastructure** + **well informed people** (who can access the right chargepoints/information when they need it) will lead to an **increase in ZEVs**.



Current situation

The number of zero emission vehicles is growing but they currently make up just less than 1% of registered vehicles in the region.

As of May 2023, there were approximately 850 publicly accessible charging points in the North East, offering a range of different charging speeds. This figure includes chargepoints that have been delivered by both the public and private sectors which are all publicly available for use.

The majority of public chargepoint infrastructure is located in areas with high demand, which tend to be urban areas. Some chargepoints are located at public transport interchanges and Park and Ride sites enabling ZEV trips to form part of an integrated sustainable journey when entire journeys cannot be made by public transport. However, a significant proportion of the region's public charging network is very old and in some cases faulty or out of use.

Area of focus

The strategy mainly focuses on car and van drivers that will rely on the publicly available infrastructure network in the region to charge their electric vehicle, to deliver reliable public Zero Emission Vehicle charging infrastructure across the North East wherever people need it.

According to the Energy Savings Trust, EVs are most conveniently and economically charged at home, but off-street parking, and therefore a home chargepoint, is not available to everyone. Public EV charging infrastructure therefore plays a crucial role in supporting the widespread adoption of ZEVs and making them more convenient for the general public.

Private residential charging (such as home charging on a driveway) is out of scope; however, the proposed delivery plan does include some publicly available residential on-street chargepoints.

Whilst hybrid vehicles (combining a petrol or diesel engine with an electric motor) produce lower emissions than conventional petrol and diesel vehicles, they do still produce emissions and are not classed as ZEVs. However, plug-in hybrid vehicles are considered in the medium term as many vehicles will require electric vehicle infrastructure to charge them.

Zero emission buses are included within the scope of the strategy but will mainly be addressed through the North East's Bus Service Improvement Plan (BSIP).

Whilst we acknowledge that the cost of purchasing an EV can be prohibitive and prevent people from making the switch away from petrol/ diesel cars and vans, the we have no levers in which to influence the cost of EVs or manufacturing. Therefore, the cost of vehicles is outside the scope of this strategy. We will however aim to raise awareness of this issue and highlight its impact on EV take up in the region.

Key commitment statements

In order to put this strategy into action, and to overcome the identified challenges, we have created a list of clear key commitment statements linked to, **infrastructure**, **people**, and **vehicles**.

These commitments are aimed at supporting the delivery of this strategy, and how introducing excellent infrastructure plus well informed people will help to achieve the North East Transport Plan vision and objectives, by delivering reliable public ZEV charging infrastructure across the North East wherever people need it.

Delivery plan

The strategy sets out a delivery plan with an initial list of ZEV schemes worth approximately £80m. The plan includes sites identified as part of a refreshed enabling study. The enabling study has identified an initial 221 strategically located chargepoint sites to grow the charging network across the region (see appendix 1) and we will continue to work towards expanding the public charging network, when funding is available. The delivery plan is a “live pipeline” of schemes and is expected to further develop over time. The proposed investments and initiatives set out in the strategy broadly consist of:

- The creation of an EV partnership group with the public and private sector;
- New public EV chargepoint infrastructure;
- Maintenance and upgrading of the existing public chargepoint network;
- Increased awareness and information to help people to make the transition to ZEVs;
- Innovation schemes to develop ZEV technology;
- Flexible procurement framework (NEPO) available to deliver public EV chargepoint infrastructure.

Successful delivery of this strategy will help ensure that future public ZEV infrastructure projects:

- Support both urban, suburban, and rural areas of our region;
- A data-led approach to help address competing pressures;
- Are sustainable and well maintained;
- Meet current and future legislative requirements;
- Plug the gap between public chargepoints installed by the private sector and home charging facilities – supporting local authority infrastructure plans and ensuring charging infrastructure is provided in areas that are not covered by commercial operators.
- Support all users, including those with disabilities whether visible or hidden, and restricted mobility.
- Are actively promoted, highlighting the benefits to the region, such as reduced CO2 emissions and improved air quality through the complete removal of localised and toxic tailpipe emissions.

Consultation

This final version of the strategy has taken into account feedback from both public and private sector stakeholders as well as people who live or work in the region, as part of the public consultation which ran for five weeks from 3rd October to 7th November 2023.



Role of the region

Proposed regional and local roles and responsibilities to help support the development of ZEV infrastructure:

Our regional role	Local Authorities
Agreeing and monitor regional policy and standards.	Council and community-specific strategies including on-street and residential.
Sourcing funding at a regional level and co-ordinate delivery of regional programmes.	Local authority-specific funding and local delivery of regional funding.
Providing region wide information to motorists.	ZEV charging facilities at public-facing council facilities e.g. public car parks and on local highways.
ZEV charging facilities for long distance traffic, strategic Park & Ride sites and transport interchanges.	ZEV charging facilities for council fleets and employee workplace parking.
Co-ordinating regional strategy with private sector providers, Northern Powergrid, Scottish Power, and national agencies.	Planning requirements for new build housing, workplace, retail etc.
Representing the region to the ZEV industry, regulators, government and other partners.	Liaison with communities, employers and businesses.
Table 1: Proposed regional and local roles and responsibilities	

How this strategy is structured

Chapter 1 – Introduction and context

Provides the background to the strategy and the policy context.

Chapter 2 – Where we are now?

Explains the current situation and where we are now as of late 2023.

Chapter 3 – What are the challenges?

Sets out the challenges and barriers which need to be overcome.

Chapter 4 – Where do we want to be?

A key chapter describing where we want to be by 2035.

Chapter 5 – How do we get there?

Sets out how we will get there, the key commitment statements, and the proposed delivery plan.

Chapter 6 – Measures of success

Contains the proposed reporting metrics to measure success.

Glossary of terms used

BEVs	Battery Electric Vehicle
BSIP	North East's Bus Service Improvement Plan
CPO	Chargepoint Operator
EV	Electric Vehicle
EVCPs	Electric Vehicle Charging Points
HGVs	Heavy Goods Vehicles
LA	Local Authority
LA7	North East Local Authority seven councils (Durham, Gateshead, South Tyneside, Sunderland, Newcastle, North Tyneside and Northumberland)
LEVI	Local Electric Vehicle Infrastructure fund
LGF	Local Growth Fund
NE JTC	North East Joint Transport Committee
NEMCA	the proposed North East Mayoral Combined Authority

NEPO	North East Procurement Organisation
Nexus	the Tyne and Wear Passenger Transport Executive
NPG	Northern Power Grid
OZEV	Office for Zero Emission Vehicles
PPCP	Public-Private Commercial Partnership
REEVs	Range-Extended Electric Vehicles (REEV)
TfN	Transport for the North
TNE	Transport North East
Wheeling	An inclusive term which groups <i>walking and wheeling</i> together as part of active travel. Walking and wheeling represent people moving at a pedestrian's pace, whether someone is standing or sitting, walking or wheeling unaided or using any kind of mobility aid, including walking aids, wheeled aids (such as mobility scooters and wheelchairs), personal assistants or guide dogs. The term is advocated for by many disability-led organisations, such as the Mobility and Access Committee in Scotland and Wheels for Wellbeing, while being used by Transport for All.
ZEV	Zero Emission Vehicle

Introduction and context

What is the North East ZEV Strategy?

This is the North East's first region-wide Zero Emission Vehicle (ZEV) strategy which sets out our ambition to further develop and expand the North East's growing public ZEV charging network, building upon the North East ZEV Policy published in March 2022.

The aim of this strategy is to deliver reliable public Zero Emission Vehicle charging infrastructure across the North East wherever people need it.

Whilst our initial focus is primarily publicly available electric vehicle (EV) infrastructure such as chargepoints for cars and vans, the strategy also reflects the potential role of other ZEV infrastructure, such as Hydrogen refuelling for larger vehicles, and proposes some innovation schemes. Future refreshes may strengthen reference to other zero emission vehicles and infrastructure.

Significant work is underway to encourage the use of sustainable travel (walking, wheeling, cycling and public transport), we recognise that travelling by car or van may be the only suitable option for some journeys and circumstances.

This strategy is therefore intended to help reduce the environmental impact of car or van trips by encouraging the switch to zero emission vehicles.

It is not the aim of this strategy to encourage people who are already walking, wheeling, cycling or using public transport to switch to a zero emission vehicle. Instead, we want to promote the use of ZEVs for journeys which have to be made by cars and vans. This is because whilst ZEVs will still emit some very fine particles from braking systems and tyre wear, it is expected that the transition to electric vehicles will result in better air quality in the North East and lead to improvements in population health.

This document sets out how the region could help guide the delivery of public chargepoints and support and encourage people and businesses to make the transition away from petrol and diesel cars and vans to ZEVs.

The strategy covers the period up to 2035, to reflect the UK Government's September 2023 commitment to phase out the sale of new petrol and diesel cars and vans by 2035. The document will be refreshed when appropriate.

This regional document complements the work being undertaken by local authorities (LA) in delivering ZEV infrastructure, mainly electric vehicle (EV) chargepoints. We aim to add value by taking a strategic overview of the network to ensure that people can access reliable charging infrastructure wherever they need it. We will also work to ensure that charging points are inclusive to all users.

Whilst the make-up of the North East region is unique, with a mixture of urban, suburban and rural communities, we recognise that there are some common challenges that we face at a regional level, such as the provision of EV charging infrastructure in areas of old, high-density terraced housing without private off-street parking, as well as the need to ensure that our rural communities have equitable access to public charging sites. There is also a necessity to meet socio-economic challenges such as pockets of deprivation existing across the region in both rural and urban areas, often with poor public transport provision.

The region will need to help ensure residents from rural and urban locations with high levels of deprivation can also easily access affordable public charging infrastructure. This strategy therefore also proposes targeted investment specifically at locations which are not commercially viable for EV charging infrastructure.

The strategy sets out how we could complement private sector charging facilities, coordinate action with local authority charging initiatives and build a partnership with Northern Powergrid and Scottish Power through the formation of a partnership group. We will look to support by providing public chargepoint infrastructure in areas that aren't commercially viable.

We hope that, if funded, the proposed interventions set out in this strategy will ensure that ZEVs are a viable option for our residents, businesses and visitors who need to make journeys by car or van.

Partnership working – public and private sector

The uptake of electric vehicles and EV charging is currently in the 'early adopter' stage of development. However, it is expected that within the next few years we will meet a tipping point, with electric vehicles reaching an 'early majority' stage.

The delivery plan of this strategy sets out a new prioritised list of 221 potential sites for public chargepoints as the result of a refreshed enabling study (Appendix 1). This has helped inform the region of the investment into publicly available chargepoints which is required over the next five years.

This pipeline of clearly evidenced chargepoint locations on publicly owned land will be able to be taken forward as public funding becomes available. This strategy and its delivery can also strengthen future funding bids. However, the region's public charging network simply will not be able to increase at the scale and pace required with public funding alone.

Whilst the North East is seeing ever-increasing investment from private chargepoint operators, significantly more private investment will be required across the region for chargepoints that are publicly available.

This is why this strategy proposes the creation of an EV partnership group. The purpose of the group will be to work together with local authorities, the private sector, Northern Powergrid (NPG) and Scottish Power, **sharing information and best practice**, to help create reliable public zero emission charging infrastructure across the North East wherever people need it.

As EV uptake and chargepoint infrastructure grows, it is currently anticipated that public funding may tail off as EV ownership and private sector confidence increases. Figure 1 shows how both the public and private sector will need to collaborate public chargepoint installation over the coming years to 2035. However, this is an ever-changing situation which we will keep under review.

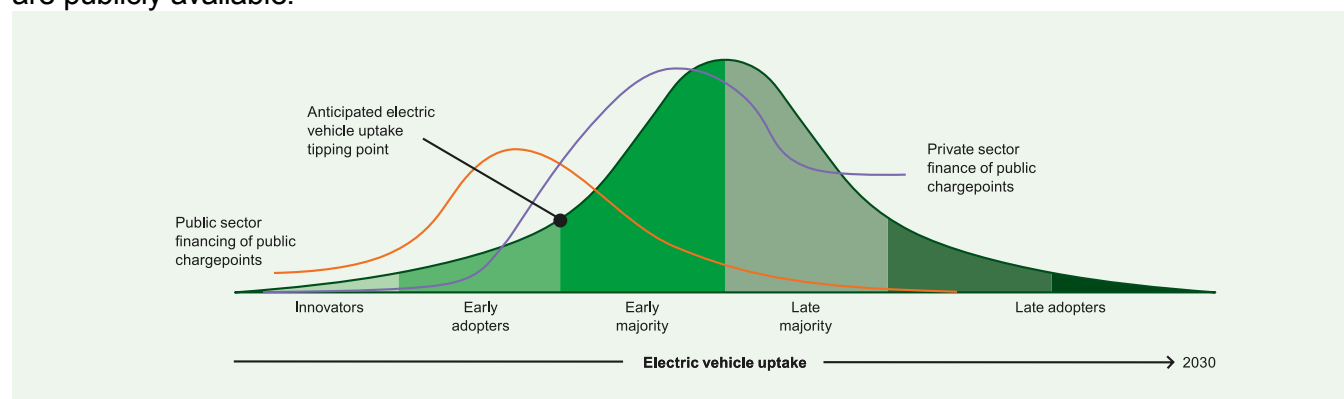


Figure 1: Public and private sector partnership working will be key over the coming years
Credit - Transport Scotland - A Network Fit For The Future: Vision for Scotland's Public Electric Vehicle Charging Network (2023) www.transportscotland.gov.uk

Why is a ZEV strategy needed?

Background

Road transport was estimated to contribute 36% of the total carbon emissions of the North East (LA area) in 2022 – the most out of any sector, with the overwhelming majority being from petrol or diesel powered vehicles. Global temperatures are rising, driven by a build-up of greenhouse gases in the atmosphere. These gases, of which the most commonly known is carbon dioxide, are largely a result of burning fossil fuels.

In addition to this, vehicles on our roads emit air pollutants from their tailpipes that are harmful to human health. These include nitrogen dioxide and sulphur dioxide gasses and very fine particulate emissions which can contribute to respiratory and cardiovascular health conditions. Although zero emission vehicles will still create some air pollution (such as from brakes and tyres) they are considerably less than petrol and diesel vehicles and will help improve air quality.

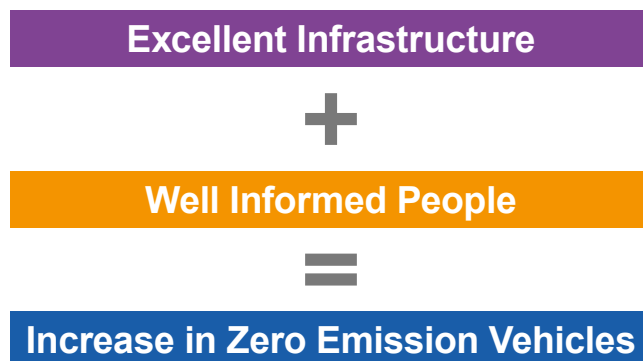
The ZEV strategy builds on the recent [North East Zero Emission Vehicle policy](#) (2022).

This strategy document provides a strategic overview of the region's current ZEV charging network and sets out plans to tackle the challenges that are faced at a regional level when transitioning to ZEVs.

We hope this strategy will facilitate further growth by addressing gaps in coverage and ensuring infrastructure access is inclusive to all users regionwide.

This strategy sets out a costed pipeline of schemes focused on supporting the shift away from petrol and diesel cars and vans to ZEVs.

The successful delivery of this strategy will help to achieve all five of our Transport Plan objectives by helping to tackle several of the region's transport challenges including carbon emissions, air quality, transport poverty and transport-related social exclusion. It is our belief that, by delivering a comprehensive and inclusive network of public charging infrastructure, together with clear positive messaging, we can overcome these concerns and people will feel more confident in switching to ZEVs. We have therefore structured this ZEV strategy to focus on the approach that:



By providing accessible infrastructure and addressing public concerns that deter the switch to ZEVs, we can encourage growth in the number of zero emission vehicles used to replace journeys currently made using petrol/diesel vehicles.

What is a Zero Emission Vehicle (ZEV)?

A Zero Emission Vehicle is defined in this strategy as any vehicle that does not emit any pollutants at the tailpipe, for example, Battery Electric or Hydrogen Fuel Cell vehicles and can include all types of vehicles including cars, vans, buses, and heavy goods vehicles (HGVs).

Battery electrics are likely to be the dominant choice for smaller ZEVs cars and vans, whereas hydrogen fuel cells are expected to be the dominant choice for larger, heavier vehicles, including aircraft, trains, and ships. But this isn't an exact science as these two technologies are growing at significant pace. For example, some vehicle manufacturers are developing hydrogen fuel cell powered cars. Therefore, this strategy notes that both batteries and hydrogen fuel cells will likely play an important part in our greener future to power ZEVs.

Hybrid vehicles

Hybrid vehicles use more than one form of energy combining a petrol or diesel engine with an electric motor.

Whilst hybrids produce lower emissions than conventional petrol and diesel vehicles, and some may use public chargepoints, they do still produce emissions and are not classed as ZEVs.

Plug in hybrid vehicles are considered in the medium term as many vehicles will require infrastructure to charge them, as we continue to make the transition over to vehicles with zero emissions on our roads.

What is public charging infrastructure?

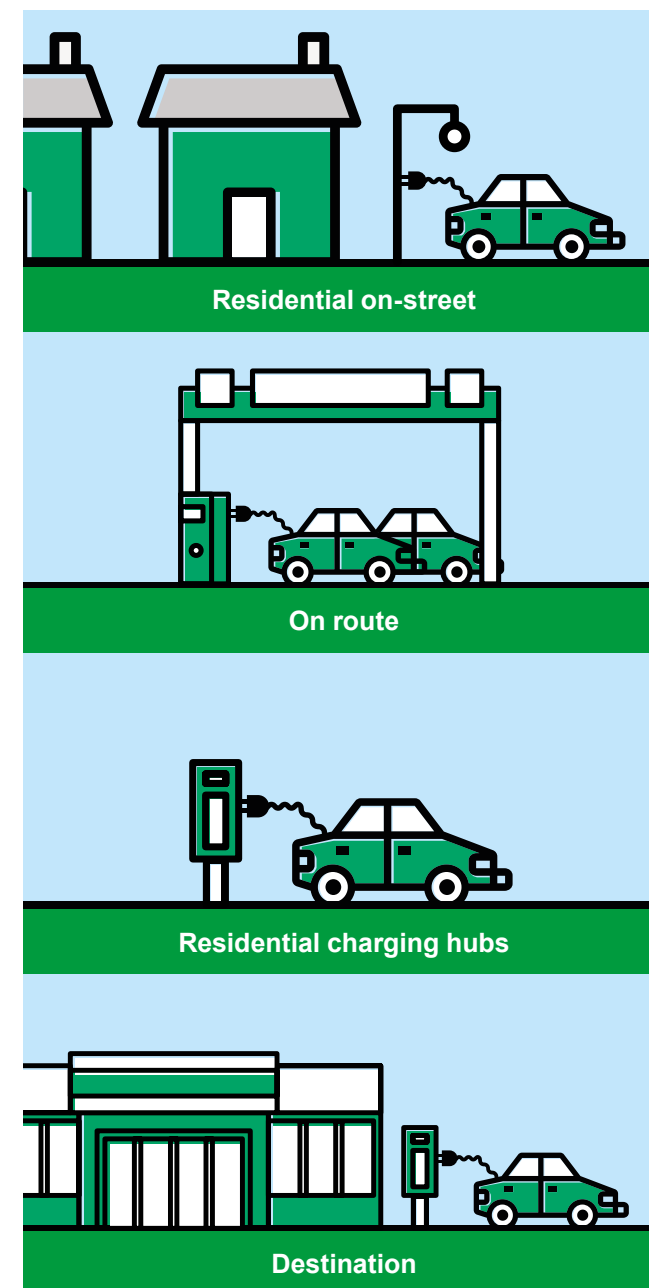
Public charging infrastructure is defined as the network of charging stations and related facilities that are available to the public for recharging ZEVs, mainly electric vehicles (EVs).

Public charging includes on-street residential chargepoints and residential charging hubs that are publicly available to use for vehicles parked on-street. Another type of public charging infrastructure is on-route charging, such as service stations on busy roads and motorways which use rapid and ultra-rapid charging to enable longer distance journeys.

Depending on the EV type, rapid and ultra-rapid on-route chargers can charge a car or van from 0-80% charge in 30 minutes. Destination charging facilities are used for longer duration visits such as gyms, supermarkets, and shopping centres, as well as transport hubs and interchanges.

According to the Energy Saving Trust, EVs are most conveniently and economically charged at home, but off-street parking, and therefore a home chargepoint, is not available to everyone. Public EV charging infrastructure therefore plays a crucial role in supporting the widespread adoption of ZEVs and making them more convenient for the general public.

As part of 'well-informed people' we will look at information and awareness on types of chargepoints for different journey circumstances so that people can know where they need to charge to suit their travel habits.



North East Transport Plan

Vision

“Moving to a green, healthy, dynamic and thriving North East”

The North East Transport Plan published in 2021 outlines our region's transport aspirations up to 2035. It seeks to improve the health, environment, and economy of the North East by tackling regional issues such as air pollution, carbon emissions, transport poverty and transport related social exclusion.

Transport Plan Objectives

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

The North East Zero Emission Vehicle Strategy is a key commitment within the Transport Plan.

Aim and objectives

The aim of this strategy is to **deliver reliable public zero emission vehicle charging infrastructure across the North East, wherever people need it.** We hope to deliver an excellent public charging network throughout the region, including areas which are not commercially viable to help support petrol and diesel car/van drivers transition to ZEVs.

This aim reflects national Government ambition to ban the sale of new petrol and diesel vehicles by 2035 and will ensure there is sufficient infrastructure throughout the region to enable this change.

The next page shows the North East Transport Plan objectives and how the roll-out of further public charging facilities could help to achieve them:



North East Transport Plan 2021-2035

Moving to a green, healthy, dynamic and thriving North East

The Vision

‘Moving to a green, healthy, dynamic and thriving North East’

The Objectives



Carbon-neutral North East

Electric Vehicle uptake in the region to match or exceed national average



Overcome inequality and grow our economy

Charging facilities and fair tariffs for every community regardless of wealth or rurality



Healthier North East

Improving air quality. Charging locations encourage use of public transport (Park and Ride), active travel and culture/heritage



Appealing, sustainable transport choices

High quality and accessible chargepoints with reliable public information



Safe, secure network

Chargepoints in safe and secure locations for you and your vehicle

Strategy and key commitment statements

North East Zero Emission Vehicle Strategy

Infrastructure
key commitment statements

People
key commitment statements

Vehicle
key commitment statements

Scope of this strategy

The North East Zero Emission Vehicle Strategy follows many levels of national and regional strategy and policy with numerous additional key players, including the private sector, Northern Powergrid (NPG) and Scottish Power. This strategy aims to help tackle the challenges that are faced at a regional level (discussed within the “what are the challenges” chapter) during the transition to ZEVs, however combined efforts will be required from all stakeholders and key players to ensure we can deliver reliable public ZEV charging infrastructure across the region.

The strategy focuses on EV drivers that will rely on the publicly available infrastructure network in the region to charge their EV, and how we will ensure that an excellent charging network is delivered throughout the North East. Zero emission buses are included within the scope of the strategy but will mainly be addressed through the North East’s Bus Service Improvement Plan (BSIP).

Whilst the focus of this strategy is primarily public electric vehicle chargepoints for cars and vans, this document touches upon other ZEV infrastructure such as Hydrogen refuelling for larger vehicles and the delivery plan includes some ZEV innovation schemes. Private residential charging is out of scope; however, the delivery plan does include some publicly available residential on-street chargepoints.

Whilst we acknowledge that the cost of purchasing an EV can be prohibitive and prevent people from making the switch away from petrol/ diesel cars and vans, we have no levers in which to influence the cost of EV or manufacturing. Therefore, the cost of vehicles is outside the scope of this strategy but is recognised as a current barrier to switching. We will however aim to raise awareness of this issue and highlight its impact on EV take up in the region.

This strategy sets out in more detail how we will support sustainable, low carbon travel throughout the region, including rural areas, making clean alternative fuels a realistic and attractive option for the North East.



What is covered in this strategy?

- Public electric vehicle charging infrastructure delivered by the region on behalf of our partners. This will cover destination charging and on-route charging infrastructure.
- Battery electric vehicles including hydrogen vehicles and hydrogen refuelling infrastructure.
- Promotional and marketing activities delivered by the region for people and businesses.
- Plug in hybrid vehicles are considered in the medium term as they will require infrastructure to charge them.
- Cars, small vans, HGVs, taxis and private hire vehicles and fleets making use of the public charging network.
- Shared mobility services such as electric car clubs and the effective integration of ZEV provision with the wider transport network, such as through the provision of chargepoints at Metro stations.
- Zero emission buses are included within the scope of the strategy but will mainly be addressed through the North East's Bus Service Improvement Plan (BSIP).

What is not covered?

- On-street residential charging schemes will be delivered by local authorities. However, we will look to allocate a proportion of regional funding for ZEV infrastructure to areas of high-density housing without off street parking, areas with limited public transport provision and remote rural communities.
- Private residential charging infrastructure (such as home charging on a driveway).
- VOs (hydrotreated vegetable oil), CNG (compressed natural gas) and biodiesel, are not included in scope because, despite being cleaner alternatives with lower tailpipe emissions than their conventional counterparts, they are not zero emission vehicles.
- E-bikes, E-cargo bikes, and E-scooters are covered under the North East Active Travel Strategy.
- Prohibitive costs of electric vehicles – influencing the cost of EVs and their manufacturing processes are outside of our remit.

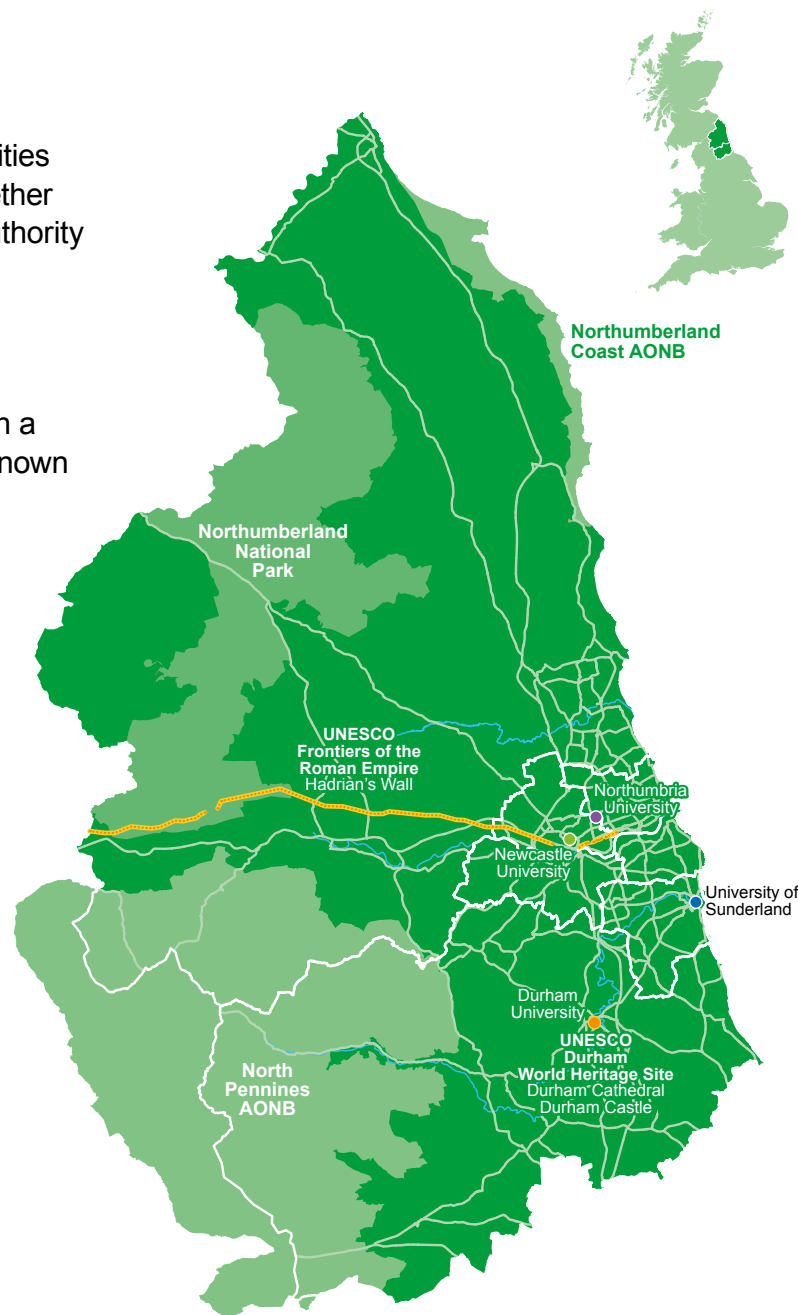
Area covered

The geographical area addressed by this strategy comprises the seven local authorities in the North East, soon to be brought together under a North East Mayoral Combined Authority (NEMCA).

Our region

North East England is a unique region with a rich history, stunning landscapes, and is known for its warm and welcoming communities.

The region is already leading the way with its green agenda and plans to boost the area's eco-credentials further could see residents and the transport authority making a substantial difference to the local environment and quality of life.



The North East region has pioneered a series of schemes with the aim of accelerating the uptake of ultra low emission cars and vans by both business operators and private car users. We are building upon initiatives such as the Plugged in Places Project which saw the installation of over 1,000 chargepoints in the North East, in order to make electric vehicles a practical and viable choice for many local motorists.

In recent years, our region has played a vital role in the manufacturing of electric vehicles as home to the Nissan plant in Sunderland, where the Nissan LEAF, one of the best selling electric vehicles globally, is manufactured. This has not only created employment opportunities but has also helped secure the North East region as a key player in the production of ZEVs.

As part of the UK's commitment to reducing carbon emissions, the North East has witnessed a significant increase in the availability of charging infrastructure and a growing number of public charging points can be found throughout the region. This strategy is needed to build on the strong progress made to date.

Policy context

National

Automated and Electric Vehicle Act 2018

The Automated and Electric Vehicles Act 2018 set out the regulatory framework to enable the deployment of world-class EV charging infrastructure across the UK.

Environment and Climate Emergency

The 2008 Climate Change Act sets out emission reduction targets that the UK must legally comply with. This was the first legally-binding climate change mitigation target set by a country. The Act committed the UK to reducing its greenhouse gas emissions by 80 per cent by 2050, compared to 1990 levels.

However, this was built upon in May 2019, with the UK being the first national government to declare that there is an environment and climate emergency,

The UK's 2050 net zero target legally requires the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050. Transport is the largest contributing sector to greenhouse gas emissions, representing around 27% of all UK greenhouse gas emissions in 2022.

Clean Air Strategy

The UK Government's 2019 Clean Air Strategy set out actions to reduce emissions of harmful air pollutants, including those emitted from vehicles. It noted significant improvements in air quality over recent decades, but cleaner transport will play a key role in reducing air pollution and meeting the government's objectives for the environment and public health. Transitioning to less polluting ZEVs and increasing charging capacity are identified as actions to support this.

UK Government – new approach to Net Zero

In September 2023, the government announced a commitment to phase out the sale of new petrol and diesel cars and vans by 2035. It is anticipated that this will help accelerate the transition to Zero Emission Vehicles and expand electric vehicle charging infrastructure to achieve net zero by 2050.

By the time we reach 2035, the UK will need to have sufficient electric vehicle charging infrastructure in place to cope with the demands of electric vehicle charging. In line with this an initial £1.3 billion was announced in 2020 to accelerate the rollout of chargepoints for electric vehicles in homes, streets across the UK and on motorways across England.

To meet the overall net zero target, all transport emissions will need to be eliminated before 2050; as the average life of a vehicle in the UK is 14 years, phasing out of petrol and diesel engine vehicles should be achieved in advance of 2050.

Zero Emission Vehicle Mandate

The UK Government has pledged to deliver a ZEV mandate in 2024 to support the 2035 ban on new petrol and diesel car and van sales. The ZEV mandate is expected to require vehicle manufacturers to ensure that an increasing proportion of the vehicles they sell are zero emission each year between 2024 and 2035.

The UK Government's Office for Zero Emission Vehicles (OZEV) has stated that in 2030, 80% of new cars and 70% of new vans will need to be zero emission at the tailpipe, with the proportion of new non-zero emission cars and vans decreasing each year to 2035.

Public Charge Point Regulations 2023

In October 2023, Parliament approved new public chargepoint regulations to further support the transition to ZEVs.

The regulations require all new public charge points with a power rating of 8 kW and above must provide contactless payment, and all existing Rapid charge points (50 kW and above) must be retrofitted within one year from October 2023.

Within two years, all charge point operators must offer payment roaming at all their charge points through at least one third-party roaming provider. People will be able to pay for a charge across multiple charge points through one app or radio frequency identity (RFID) card, similar to a fuel card for petrol and diesel cars.

Chargepoint providers will also be required to open up their data, so drivers can easily find an available chargepoint that meets their needs.

The regulations mandate that all public chargepoint operators must run a 24/7 free-to-use telephone helpline for consumers within one year, and clearly display the details on charge points or through a separate device.

The regulations also require reliability across the public rapid charge point network. Charge point operators must ensure that the network of public charge points of 50 kW and above is working 99% of the time.

Publicly Available Specification (PAS) 1899 accessible charging standard

In October 2022 a Publicly Available Specification (PAS) 1899 on accessible charging standards was introduced to work towards ensuring public electric vehicle (EV) chargepoints are accessible to disabled people.

The specification gives chargepoint providers and manufacturers a way of checking that their public chargepoints meet the accessible charging standard and are accessible to disabled people.

PAS 1899 was sponsored by the charity Motability and the Office for Zero Emission Vehicles (OZEV). Its development was facilitated by the British Standards Institution (BSI).

In 2022, Motability stated that from their engagement with industry, providers and manufacturers were keen to have a way of checking if their chargepoints conform with the standard.

Whilst this PAS is not yet a British Standard, it is hoped that formal standardisation will follow in 2024.



Policy context

Regional

Climate emergency declarations

Our two combined authorities and seven local authorities have all declared their own climate emergencies, introducing climate change plans and targets which centre around the need to reduce carbon emissions by at least 45%, with four of the authorities in the region committing to carbon neutrality by 2030.

Air quality management areas (AQMA)

In the North East seven air quality management areas (AQMA) have been declared where air pollution levels are likely to exceed the national air quality objectives. Local authorities with AQMAs must monitor air quality in these areas and devise a plan of action to ensure national targets are met in the future. Facilitating the uptake of ZEVs is highly likely to support better air quality in these areas.

North East ZEV policy (2022)

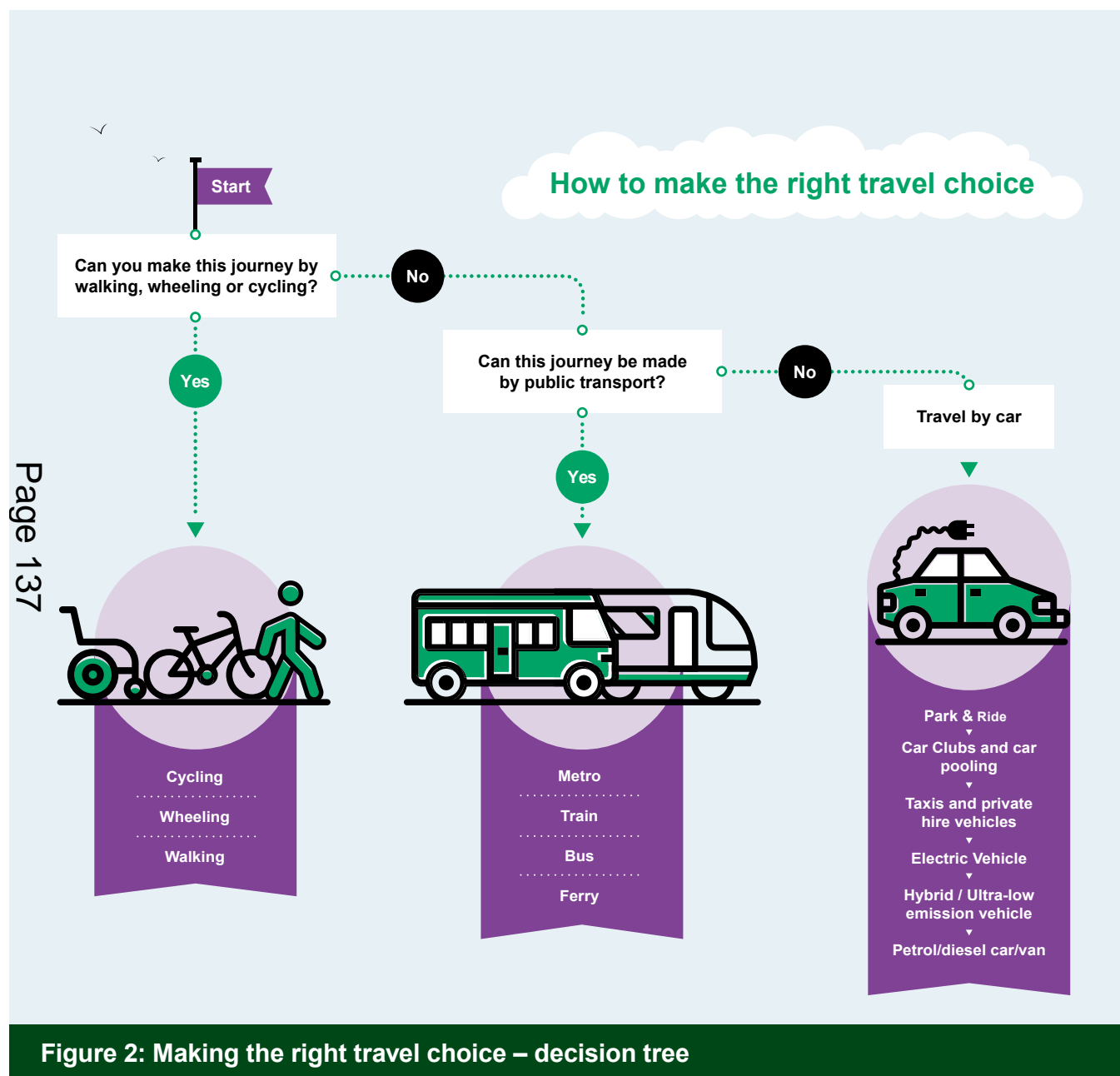
The policy forecasted the number of plug-in vehicles expected to be on the roads in the region and set out the levels of infrastructure which would be required to support future demand based on the UK government's Transport Decarbonisation plan growth scenarios and also taking into account a set of Future Travel Scenarios produced by Transport for the North.

The policy outlined initial proposals on how the region will complement private sector charging facilities, co-ordinate action with local authority charging initiatives and build a partnership with Northern Powergrid, assisting us to move towards a carbon-neutral North East.

A particular challenge the policy identified was the challenge of rolling out ZEV infrastructure to areas of high-density housing without off street parking and in remote rural communities, where there is unlikely to be a strong economic case for private sector investment.

The policy also set out a series of visionary policy statements outlining the proposed direction for the region to follow to achieve where we want to be. These statements have been updated and expanded upon in this strategy in the form of key commitment statements.

This strategy directly flows from the policy document and further develops the work carried out in the policy and will set out a costed pipeline of schemes focused on supporting the transition to ZEVs.



Making the right travel choice

As we decarbonise transport, making cars and vans zero emission is part of the solution, but relying solely on zero emission road vehicles isn't enough. The lead policy of the North East Transport Plan is 'helping people to make the right travel choice'. The 'decision tree' (as shown to the left) has been developed to help people consider their travel options when they need to make a journey. The decision tree helps people to consider whether the journey they are planning to make can be made by sustainable transport instead of by car/van.

If car users switched one journey a week to public transport, walking or cycling and people who don't have access to a car continue to travel sustainably this could potentially save around 214,000 tonnes of CO2 emissions a year, helping to reduce poor health caused by road traffic emissions.

Whilst we aim to encourage the use of walking, wheeling, cycling or public transport, we recognise that for a lot of journeys travelling by car or van might be the only option for certain journeys and personal circumstances and we'd like a ZEV to be used for these journeys.

December 2022 – North East devolution deal

A new devolution deal for the North East has been agreed that will see the allocation of significant new funding and powers to the region from May 2024. In total, the deal is expected to provide £4.2 billion of additional investment in to the region over 30 years, including a £1.4 billion investment fund alongside significant funding for transport, education and skills, housing and regeneration.

The deal would involve the creation of a new mayoral combined authority covering County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland, and is projected to create 24,000 additional jobs in the area and unlock £5 billion of additional private sector investment into the region.

In respect of commitments to ZEV infrastructure, the devolution deal text states:

The North East has ambitious plans to introduce a region-wide electric vehicle charging network and has recently introduced a Zero Emission Vehicle (ZEV) policy, an outline of the region's aim to lead the country in boosting the up-take of electric vehicles by developing and expanding charging facilities. The government recognises the aspirations of the North East Mayoral Combined Authority to improve public electric vehicle charging infrastructure across the region, which would increase the uptake of electric vehicles in the region and reduce carbon emissions by supporting all motorists in making the switch. Government is introducing a new £450 million local electric vehicle infrastructure (LEVI) scheme for local authorities to support local EV infrastructure delivery and will work with the North East Mayoral Combined Authority to ensure the area is well placed to respond once funding arrangements are announced.



Policy context

Local

Each of our seven local authorities is delivering plans to decarbonise transport emissions in their area by working towards, or having already produced a Zero Emission Vehicle or Electric Vehicle strategy for their area.

Clean air strategies have been incorporated in certain parts of the region including in Newcastle and Gateshead where a clean air zone (CAZ) has been introduced to help improve air quality by taking targeted action on high-polluting vehicles.

Nexus, which operates the Metro, the Shields Ferry and supporting bus services across Tyne and Wear are enabling further transport decarbonisation by aiming for ambitious reductions in greenhouse gas emissions whilst building a more resilient, reliable public transport network. In addition to this, it published an Environment and Sustainability Strategy in 2022.

Our local authorities are all working towards a reliable network provision for EV charging with plans to install more chargepoints. This strategy will complement the work being undertaken at a local authority level in delivering ZEV charging infrastructure to help us move the region to a greener and healthier future.

Introduction and context – chapter summary

The delivery of a North East ZEV strategy will ensure a consistent approach to delivering reliable public zero emission vehicle charging infrastructure across the North East and helps achieve our Transport Plan vision and objectives by tackling the region's climate emergency, reducing carbon emissions and improving air quality. The transition to ZEVs could also help to address transport poverty and transport related social exclusion. The strategy will also assist with the UK Government's target to phase out the sale of new petrol and diesel cars/vans by 2035.

This strategy will provide insight into planning and delivering a ZEV infrastructure network for people who live, work, and visit the North East by ensuring that all future public ZEV infrastructure projects:

- Support both urban, suburban, and rural areas of our region;
- A data-led approach to help address competing pressures;
- Are sustainable and well maintained;

- Meet current and future legislative requirements;
- Plug the gap between public chargepoints installed by the private sector and home charging facilities – supporting local authority infrastructure plans and ensuring charging infrastructure is provided in areas that are not covered by commercial operators;
- Support all users, including people with disabilities whether visible or hidden, and restricted mobility.
- Are actively promoted, highlighting the benefits to the region, such as reduced CO2 emissions and improved air quality through the complete removal of localised and toxic tailpipe emissions.

Where we are now?

Current ZEV infrastructure and vehicles in the North East

The North East is at the forefront of the ZEV agenda and is home to the Nissan LEAF, one of the world's first electric vehicles, the UK's first rapid filling station and research and design (R&D) centres working to identify alternative fuel sources.

It is important to note that the figures presented in this chapter includes publicly available chargepoints that have been delivered by both the private and public sectors.

To get an overall view of the current position of the region, this chapter focuses on two main areas: the current regional charging infrastructure and the size and make-up of the current ZEV fleet in the North East as of mid-2023.

Infrastructure

As of May 2023, there were approximately 850 publicly accessible charging points in the North East, offering a range of different charging speeds ranging from 3.7kW to >50kW. Table 2 sets out the locations and number of publicly accessible charging points in the North East as of May 2023.

There are various options for charging an electric vehicle from slow to ultra-rapid and the most suitable solution will depend on the needs of the user. Ultra-rapid chargers are the fastest way to charge an electric vehicle (EV) and take a fraction of the time a slow or fast charger would take. However, the rate of which EVs are able to charge is ultimately dependent on the vehicle model. As a result, not all EVs on today's market are able to charge at 100-150kW.

Local authority	Total devices	% of region	per 100k people
County Durham	222	26.2%	42.5
Gateshead	115	13.6%	58.6
Newcastle	114	13.5%	38.0
North Tyneside	50	5.9%	23.9
Northumberland	186	22.0%	58.0
South Tyneside	55	6.5%	37.2
Sunderland	104	12.3%	37.9

Table 2: Locations and number of publicly accessible charging points in the North East May 2023 (totals include both public and private sector chargepoints)

EV charging is in the early adopter stage of market development and can be considered to be a relatively immature market. As yet, there is no one standard set of definitions for the description of charging type specifications. However, Table 3 summarises current definitions from the Energy Savings Trust.

There are a variety of rapid chargepoint providers in the UK. Confusingly, rapid chargepoints (50kW+) sometimes have brand names such as Tesla's network of 'Superchargers' and Fastned's 'Superfast' chargepoints.

Energy Savings Trust	Low/Slow Speed	Standard	Fast	Rapid	Ultra Rapid
	<3.7kW	3.7kW to 8kW	8kW to 50kW	50kW to 150kW	150kW+
Public Chargepoint Regulations 2023				Rapid	
	= 8kW		8kW to 50kW	50kW+	

Table 3: EV charging speed definitions

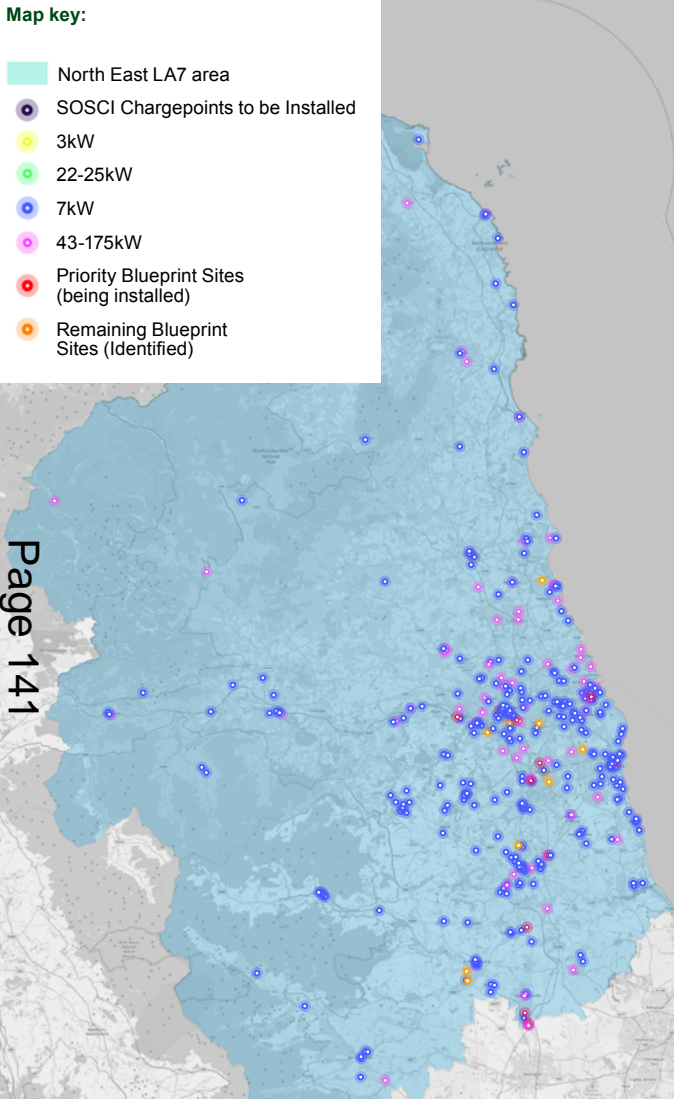


Figure 3: Existing and planned public EV chargepoint infrastructure across the North East (through the enabling study) (LA7 area, 2023)

The UK government published Public Chargepoint Regulations 2023 with the definitions outlined in table 3. In this strategy we have used the definitions from the Energy Savings Trust, which we also used in our Local Electric Vehicle Infrastructure (LEVI) funding bid. Figure 3 shows the existing and planned public EV charge point infrastructure and their speeds (through the enabling study).

Approximately two thirds of the public chargepoints in the North East are *Fast* (defined as 8kW-50kW). On average, fast chargers in the region are situated 1.89km apart, but the gap can be up to 21.5km in some of our more rural areas. The vast majority of other chargepoints are *Rapid* or *Ultra-Rapid*, offering greater opportunities for a quick top-up at the edge of urban centres, along motorway services and in more rural locations. The average distance between rapid chargers is 2.77km but with some up to a maximum of 27.4km.

Location category	Devices	% of devices	Locations	% of locations
Council car park / on-street	354	42%	197	49%
Retail sites	230	27%	99	25%
Service stations	46	5%	17	4%
Hotel	44	5%	20	5%
NHS/Hospital	103	12%	30	7%
Other	69	8%	40	10%

Table 4: Location categories of public chargepoints in the North East May 2023

Whilst EV charging infrastructure is situated in both urban and rural areas across the North East, around 75% of chargepoints are found in urban locations, with much of the infrastructure also situated in areas of higher population density (see Figures 4 and 5). Some of this infrastructure is located at public transport interchanges and stations, enabling ZEV trips to form a part of a wider sustainable journey. For example, there are charging points at 5 Metro stations (Jarrow, Kingston Park, Heworth, Northumberland Park and Stadium of Light), 2 local railway stations (Haltwhistle and Morpeth) and 1 park and ride site (Great Park). These publicly available chargepoints have been provided by both private and public sectors.

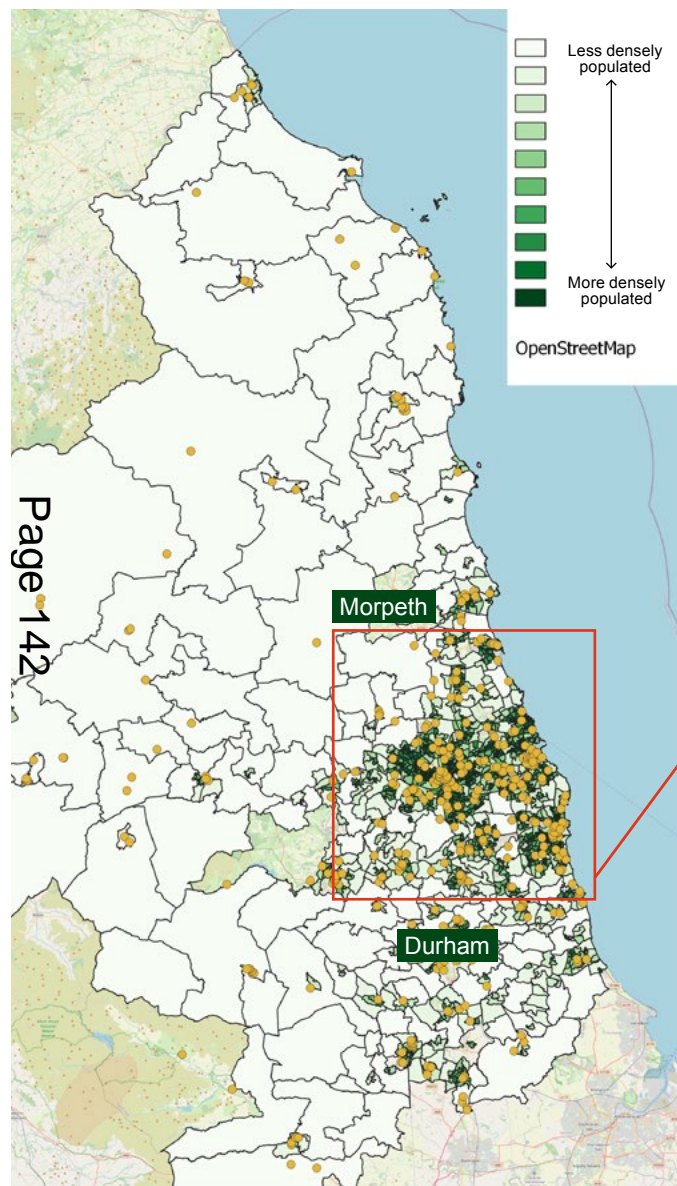


Figure 4: Chargepoints and Population Density

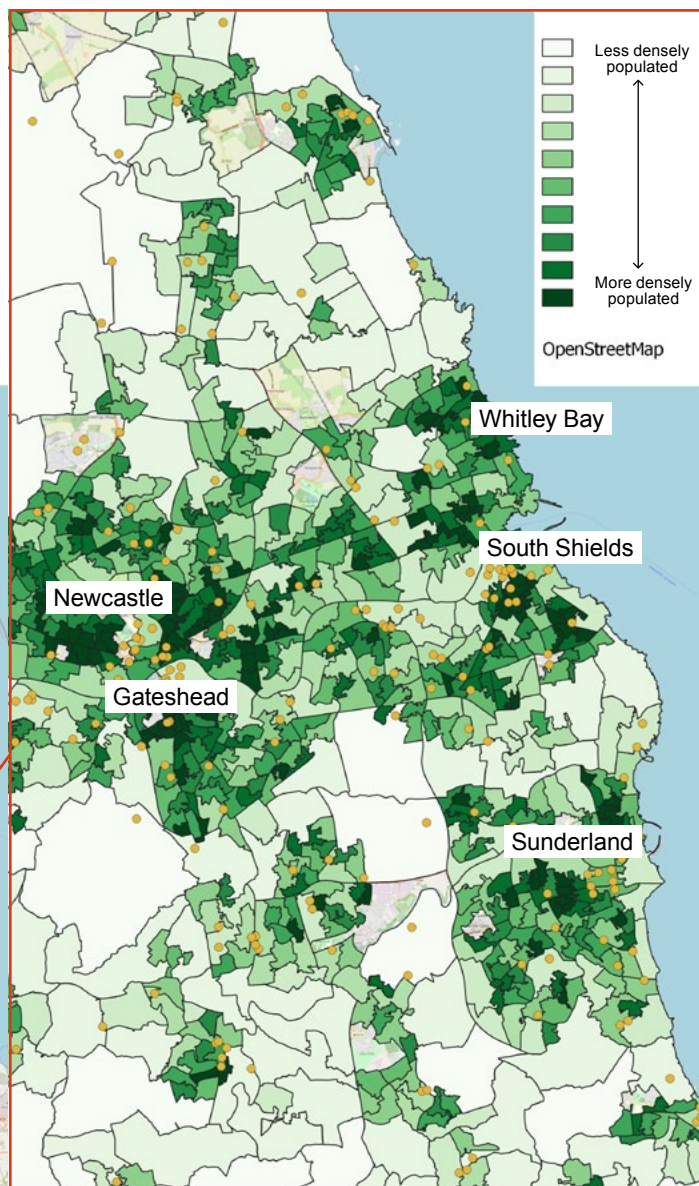


Figure 5: Chargepoints and Population Density, focus on Tyne and Wear

Although there is a diverse range of chargers in use across the region and demand continues to grow; some of the region's public network hosted by local authorities are now relatively old, with a significant proportion of these chargers installed as early as 2011. As a result of the end of maintenance agreements and warranty periods, users across the region may discover that many of these chargers are either faulty or out of use with 42% of those surveyed as part of the North East Local Enterprise Partnership (LEP) area EV Charging Behaviour study in 2020 stating that the chargepoint they tried to use was sometimes not working. This can have an impact on confidence in infrastructure, which may have a knock-on impact on the uptake of ZEVs if not resolved. There is currently a lack of information on chargepoint reliability and this has been identified as a problem for EV drivers. This is discussed in the next chapter – **What are the challenges?**

Electric Vehicle Charging Infrastructure Projects

The North East has achieved significant success in the development of electric vehicle charging infrastructure since the 2009 'Plugged in Places' programme was launched. We are experienced in bidding for ZEV infrastructure funding and delivering associated charging infrastructure.

Other examples of our region's strong track record in winning and managing ZEV funding are:

- Funded by the Office for Zero Emission Vehicles (OZEV) and the European Regional Development Fund (ERDF) to a value of £3 million, the Go Ultra Low North East (GULNE) programme has delivered the UK's first electric vehicle filling station and 11 new rapid charging hubs across the region since 2016 to support the increasing uptake of ZEVs.

- The region has also secured additional funding from OZEV of £500,000 to install rapid electric chargepoints for taxis and private hire vehicles at 10 locations across the North East. These are currently being installed, with eight of the chargers now in operation.

- The North East region has also been successful in bidding for £19.5 million from the Levelling Up Fund (LUF) Round 2 to boost transport decarbonisation. This funding will deliver a fleet of 52 electric buses and 92 electric vehicle chargers, including 26 rapid chargers at 36 different sites across the region.

- The region has secured funding of £349,580 from the LGF (Local Growth Fund). This will enable the installation of 7 EV chargepoints, one in each of our local authority areas. The chargepoints installed will be rapid charging over 50kwh.

- The LEVI (Local Electric Vehicle Infrastructure) funding is the largest amount of funding announced from the Department for Transport to date. The North East has an indicative allocation of £15.8 million to build capability to support local authorities to plan and deliver chargepoint infrastructure for residents without off street parking.

- North East Local Authorities have benefited from the government's On-Street Residential Chargepoint Scheme (ORCS) to increase the availability of on-street chargepoints in residential streets where off-street parking is not available.

- In 2022, South Tyneside Council became part of a world Vehicle to Grid (V2G) trial. V2G enables electricity from chargepoints to be sold back to the National Grid, to help alleviate pressure on it.

- The North East region continues to identify potential funding opportunities for the roll out of rapid and superfast EV infrastructure, complementing existing activity and targeting investment in locations where it demands public sector investment.

Vehicles

ZEV uptake in the region has grown significantly in the last few years (see right, figure 6).

There are approximately 11,211 ZEVs licensed in the North East. This is around 1.1% of all vehicles in the region, which is below the figure for other regions in the North and the national average (see figure 7 on the following page). There are approximately 7454 plug-in cars and vans privately licensed in the North East, with around a further 3553 battery electric and range extended electric cars and vans licensed to company keepers. This is more than double the number of both company and private vehicles since mid-2021.

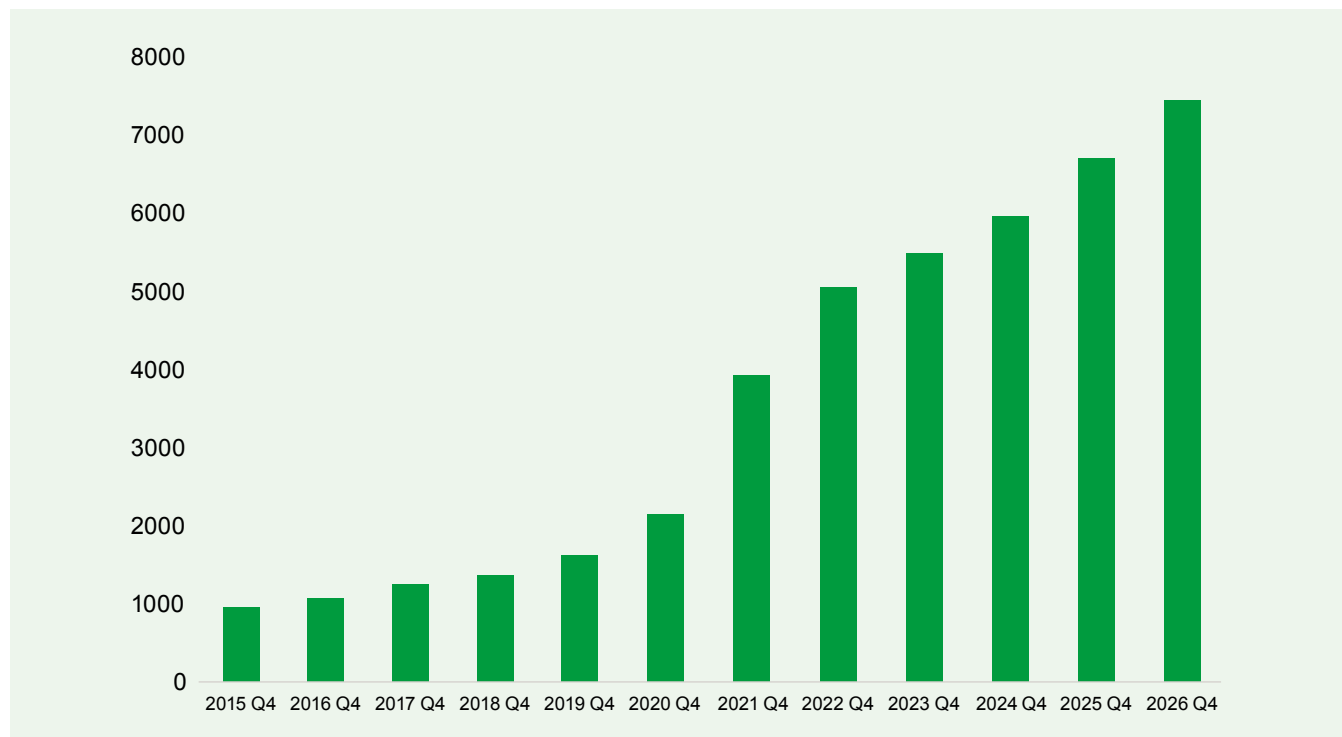
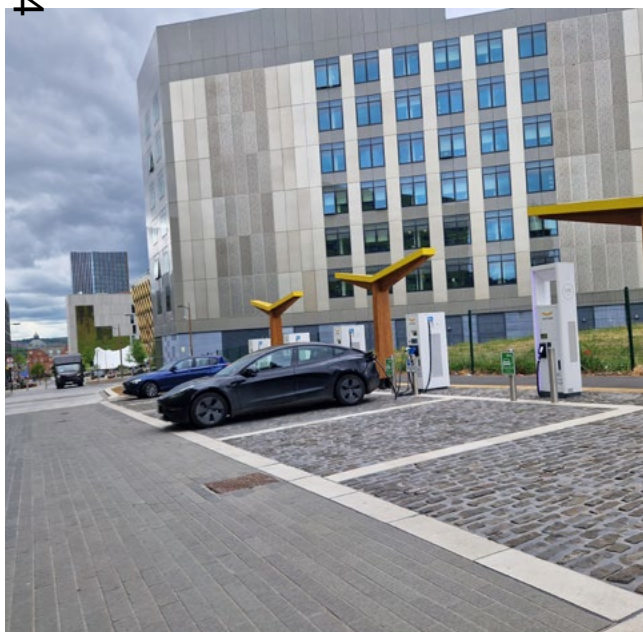


Figure 6: Growth of private Battery Electric Vehicle numbers in the North East (2015-2023)

The region has seen the introduction of several shared electric car club vehicles for both public use and as corporate pool vehicles. New shared mobility solutions are being introduced providing users with the option of using either a bus or a car club vehicle to best suit their needs. In more remote rural areas such as large parts of Northumberland and Durham, where walking, wheeling, cycling and public transport are not always practical transport options, car clubs can provide a practical and cost-effective alternative to car ownership, especially for residents on low incomes, reducing overall car use whilst offering access to a car for longer journeys. The provision of a ZEV further enhances the environmental advantages of such schemes.

Where we are now?

To date there are still limited ZEV options available to users of larger vans, freight heavy goods vehicles and specialist vehicles. Each sector is currently at different stages in their transition to zero emission vehicles due to the various logistical challenges for each vehicle type.

In the most recent figures, there were 11 battery electric licensed heavy goods vehicles (HGVs) registered in the North East. However, the industry is still dominated by diesel, with over 11,700 such vehicles in the region.

These measures will help improve the user experience of public charging and driving battery electric vehicles (EVs) in the UK.

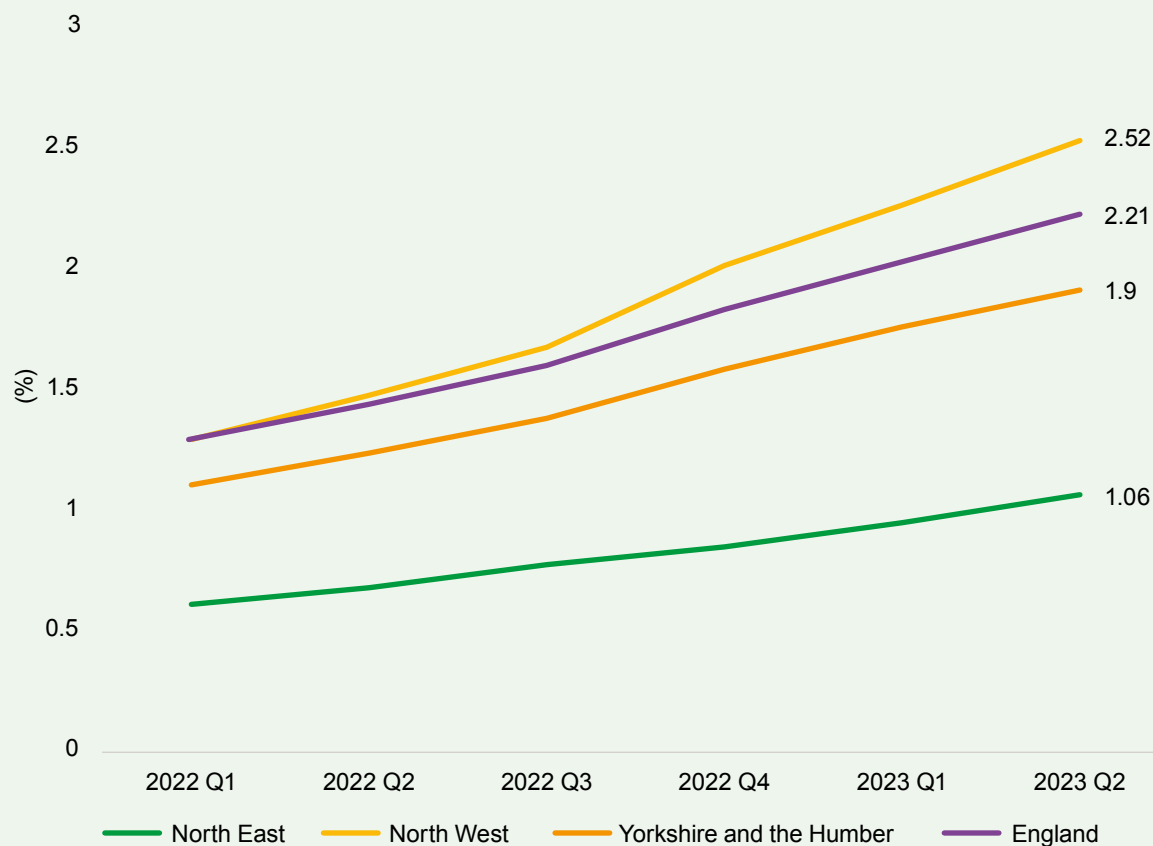


Figure 7: Battery Electric Vehicles as a percentage of regional vehicles (2022-2023)

Buses

The regional Bus Service Improvement Plan (BSIP) published in October 2021 and refreshed in October 2022, outlined a commitment for all buses in the region to be either zero emission or the highest emission standard for conventional buses by March 2025. In April 2023, over 60% of the fleet in the North East meets the Euro 6 standard.

The region's three major bus operators (Arriva, Go North East, Stagecoach) are working towards lowering emissions from their fleets with considerable investment in new, modern low emission vehicles over the last decade and 52 more battery-electric buses are to enter service in North East England. It comes after the region was awarded a £19.5 million grant through the government's Levelling Up Fund as outlined earlier in this chapter.

In 2020, Go North East invested £3.7 million in new fully electric zero emission buses, which were partly funded by the Ultra-Low Emission Bus Scheme (ULEBS). Branded Voltra, the buses are powered by electricity that is sourced from zero emission supplies such as solar, wind and hydro. They operate services 53 and 54 between Newcastle, Gateshead, Bensham and Saltwell Park.

The fleet of 9 vehicles are capable of an all-day service from the power of one overnight charge. Go North East have subsequently purchased 9 more Voltra buses that run the Q3 service between Great Park and Wallsend. The Voltra buses run out of a new electric bus depot in Gateshead.



Source: Go North East – 'Voltra' electric bus – January 2023

Where are we now? – chapter summary

This chapter has laid out where we are now regarding charging infrastructure and the uptake of EVs in our region. The North East has an excellent record in the delivery of significant electric vehicle infrastructure projects that have a strong positive impact for our region, and we are continuing to seek funding to install additional infrastructure that will support the transition to ZEVs. This transition will impact all vehicle types and whilst significant progress has been made in the region, the numbers of ZEVs in the North East are still relatively low. The next chapter will focus on the challenges which need to be overcome in order to grow the uptake of ZEVs.

Newcastle International Airport

Newcastle International Airport are proposing to build a brand new, ultra-rapid electric vehicle (EV) charging forecourt and convenient coffee drive-thru facility. Based on Airport land at Callerton Parkway, which is just off the A696 and minutes from the A1, the super-fast EV charging facility will benefit a variety of customers including Airport passengers, local commercial drivers such as taxi drivers waiting to pick up Airport customers, and commuters and visitors to the region. The station will comprise up to 12 charging bays, each of which is supplied by 100% renewable energy, and will be capable of adding up to 400 miles of range to fully-electric cars in 20 minutes.



Image 1: Proposed Ultra Rapid Charging Forecourt at Callerton Parkway

Derwent Valley Car Club

Derwent Valley Car Club (DVCC) was set up in Blackhall Mill in 2013, operated by the Blackhall Mill Community Association (BMCA). BMCA secured Village SOS funding from the National Lottery Community Fund to create the scheme with a key focus on environmental sustainability and social inclusion. The scheme has developed over the last ten years and now has five fully electric cars available to borrow in Shotley Bridge, Rowlands Gill, Blackhill and Blackhall Mill, with a further hub in North West Durham to open soon.

In addition to car sharing the club also run a voluntary driver scheme to enable people who are unable to drive to access essential appointments and social activities.

The club works closely with local authorities and in 2020 was a partner with Durham County Council on the Scaling On-Street Charging Infrastructure (SOSCI) project. The project allowed the County Council to install over 100 electric vehicle charge points across the county, including a charge point in Shotley Bridge for the car club.

Residents can hire a vehicle from 30 minutes, the flexible scheme provides affordable, maintenance free, access to EVs and helps families who have returned to workplaces on a hybrid-basis, where they no longer need to run two cars every day.

The club has recently undertaken a research project with Edge Innovation to create a Car Club in a Box to support other communities to develop similar schemes. It is hoped that the scheme can be rolled out across the North East.

DVCC are focused on not only reducing carbon emissions through the use of EVs, but also supporting behavioural changes with training and support for members ensuring an affordable, just transition to Net Zero. Following the success of their e-bike scheme the club are keen to look at adopting more micro mobility options into the club in the future.



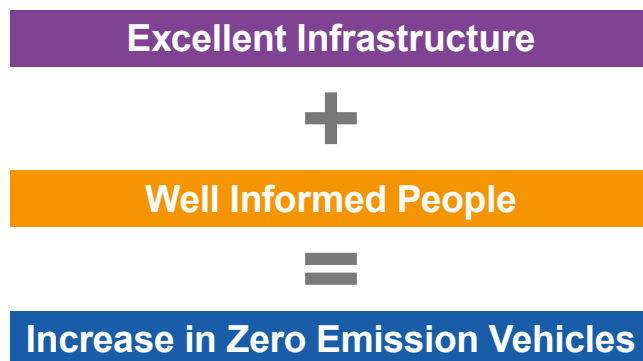
What are the challenges?

We have identified key challenges which we will need to help address in order to support the uptake of zero emission vehicles whilst developing and expanding the public charging network.

Although the North East is making steady progress with infrastructure expansion and take up of ZEVs, as shown within chapter 2 - *Where are we now*, the region must work to tackle the identified barriers to ZEV take up and the roll-out of public chargepoint infrastructure which include range anxiety, chargepoint coverage, the perceived reliability of infrastructure and the cost of electric vehicles.

It is our belief that, by delivering a comprehensive and inclusive public infrastructure network offer, together with clear positive messaging, we can support people and businesses to switch from petrol and diesel cars or vans to ZEVs.

We have therefore structured this strategy on the following approach:



The findings from recent studies and surveys, as listed to the right, have helped us to better understand perceptions and barriers for local businesses and residents in making the transition to ZEVs. These sources provide reassurance that by developing and expanding the public EV charging network, together with up-to-date information and regular monitoring and maintenance, we will be able to support drivers make the switch to ZEVs.

Research studies

Regional:

- North East ZEV Infrastructure Delivery Model Research (2023)
- Making The Right Travel Choice: Research with North East residents and employers (2022)
- North East Transport Plan public consultation (2020/21)
- North East LEP area EV Charging Behaviour study (2020)
- North East Fleet Revolution (business-focused) (2020)
- Nexus Insight Panel: Electric vehicles (2019)

National:

- Department for Transport: Electric Vehicle Drivers: Attitudes and Behaviours (2022)
- Department for Transport: Public Electric Vehicle Charging Infrastructure (2022)

The samples of these studies and surveys are not intended to be representative of the North East as a region but can be read as useful indicators.

Research findings have identified the following challenges and barriers which we will need to help overcome in order to support the transition to Zero Emission Vehicles:

Infrastructure

- Accessibility and availability of public charging infrastructure
- Reliability of current publicly available chargepoints
- Inclusive infrastructure and ease of use
- Having suitable power supply to meet demand
- Range anxiety
- Perceived and actual gaps in the charging network
- Provision of information
- Cost of public charging tariffs
- Perceived complex payment process

Vehicles

- Prohibitive cost of Electric Vehicles
- Challenges around the development and use of other ZEVs and alternative fuels

We must work towards tackling these challenges in order to ensure excellent infrastructure and well informed people in our region, which we hope will result in increased take up of zero emission vehicles.

Although the cost of electric vehicles is outside of our remit, research suggests that it is a current barrier to adoption.

Infrastructure

Accessibility and availability of charging infrastructure

The accessibility of charging infrastructure is frequently raised by consumers as a key consideration when choosing an electric vehicle. Public chargepoints that are readily available, easy to access, and reliable are pivotal for our region's continued transition to zero emission vehicles and tackling the below challenges will help us to achieve **Excellent Infrastructure**.

Concerns over access to current charging infrastructure was a common topic raised by research participants. Businesses and residents also said they felt that additional infrastructure was required to support EV usage.

“How are we expected to make the switch with a chronic lack of infrastructure and investment?”

87.69% agreed that more public chargepoints were needed in their local area.

North East LEP EV Charging Behaviour Study (2020)

“I think it's probably quite costly in terms of ensuring that there are enough electric car charging ports – which there are barely any where I am.”

Lives in city / town in the North East

Making the Right Travel Choice Strategy – Resident research (2022)

A significant proportion of future ZEV owners in the North East will not have access to off-street private parking and will be reliant on public EV charging infrastructure. For example, 40% of housing in County Durham does not have a driveway or garage, and on average 47% of current terraced streets and flats in the North East are unlikely to have private parking facilities.

What are the challenges?

These drivers may not be able to benefit from residential charging and will therefore need to rely on the public EV charging network.

A third of EV drivers who took part in the North East EV Charging Behaviour Study (2020) stated they were reliant on access to public EV charging infrastructure, with the remainder using it to top-up between home charging. This highlights the increased importance of public EV charging across the region to support the switch to ZEVs.

“I can’t actually get my car anywhere near my house. Because we have a communal car park for probably around 50 houses, which are all terraced houses. So even if I wanted to buy an electric car (EV) I couldn’t, because I have no means of charging it.”

Making The Right Travel Choice Strategy
– Resident research (2022)

“Living in a terraced street with no private parking I do not see how an electric car could work.”

North East LEP EV Charging Behaviour Study (2020)

Respondents to the North East EV Charging Behaviour Study felt that when thinking about future charging locations, it was important to consider transit locations such as motorways and main roads. This was then followed by workplace chargers, and then out of town areas, city centres and residential locations.

Some EV drivers require the opportunity to charge their vehicles around their daily activities, rather than at home. A national study by the Department for Transport (DfT) found that frequently used charging locations were at places of work, education and business/organisation car parks such as supermarkets and shopping centres, with 3 in 10 EV drivers using chargers at these locations at least once per week. The study also found that 74% of respondents have used a public charger within a business/organisation car park at some point, followed closely by service station/EV charging hub at 69%.

“Encourage charging stations at large workspaces and public buildings as this will be hugely beneficial.”

North East Transport Plan public consultation response (2020/21)

The evidence base suggests that the level of concern around accessibility of EV charging infrastructure fluctuates depending on where people live or work in the region. This is a particular concern in our rural areas, which tend to have lower levels of public charging infrastructure. Some of our rural residents have told us that they want to switch to an EV but feel that they are unable to do so due to a lack of local charging infrastructure in their community. Respondents have also told us that they believe there is lack of charging infrastructure in rural areas of the region, particularly in Northumberland, which is affecting both residents and visitors to the region.

“The private sector isn’t going to put them in some rural village in Northumberland, so someone has to fill the gaps.”

North East LEP area EV Charging Behaviour study (2020)

“As I don’t have off street parking at home, I’m not sure how I would be able to charge an electric car, therefore I would need there to be more public chargepoints in my area.”

North East LEP area EV Charging Behaviour Study (2020)

62% of potential EV drivers were put off buying an EV for their next car due to poor chargepoint availability.

North East LEP area Charging Behaviour Study (2020)

“The charging points are always busy, which can again be a barrier.”

Large business, South Tyneside

Making The Right Travel Choice Strategy – Employer research (2022)

Reliability of current publicly available chargepoints

The perceived or actual unreliability of some public electric vehicle chargepoints has been raised as a concern for many current EV drivers. Older charging infrastructure can suffer from maintenance issues and occasional technical glitches. This has led to instances where drivers encounter unavailable or malfunctioning chargepoints, hindering their journey plans and causing frustration.

The North East Charging Behaviour Study (2020) highlighted that a large proportion of EV drivers found that a chargepoint they intended on using was non-operational when they arrived, and 40% claimed this “usually” happened.

If more people are to make the switch to ZEVs then they need confidence that the charging infrastructure will be maintained and operational. 2020 research found that satisfaction levels with the current North East charging network is fairly low, receiving an average rating of 3 out of 10, reflecting the current issue with poor chargepoint maintenance and slow repairs (North East EV Charging Behaviour Study). Local residents who took part in the study stated that they were unable to rely on the current public chargepoint network when making journeys in their EVs as there are too many chargepoints that are out of service, and they may end up running out of charge before getting home.

“The thing that is most frustrating about using an electric car is that hardly any rapid chargers in the region actually work. The network isn’t reliable enough to drive somewhere without having at least enough battery left to get back home.”

North East LEP area EV Charging Behaviour study (2020)

Public chargepoint availability, whether perceived or actual, is a challenge which will need to be overcome. In some cases, there is a perceived lack of confidence in using the public charging network due to not being able to rely on a charger being available when a driver arrives. This has been a highlighted issue amongst current EV drivers in the North East with 62% of responses to a local study stating they “sometimes” found the chargepoint they intended on using was already occupied, and 24% stated that this “usually” happened. 87% of respondents were in agreement that additional public chargepoints were needed in their local area to meet demand, as they had doubts about there being sufficient infrastructure available to support their switch to a ZEV.

“Drivers cited needing more chargers, but they also felt strongly that the current estate needed better maintenance and quicker repairs, commenting that this had a detrimental effect on their satisfaction levels.”

North East LEP area EV Charging Behaviour study (2020)

Inclusive infrastructure and ease of use

The layout and space surrounding public chargepoints has been highlighted as an issue for some drivers with restricted mobility. A disabled driver investigation user trial, carried out in County Durham, found that overall scores on experience were positive for those with mobility issues using charging infrastructure, with an average rating of 3.8 out of 5. However, it was found that 1 disabled user with limited manual dexterity, from the 13 that took part was unable to complete the tasks that were needed to charge an EV. Many participants also commented on difficulties when reading the information that was displayed on chargepoint screens as they had to bend to be able to read it, highlighting that this could cause falls for those with restricted mobility.

Bollard positioning was also a highlighted issue that was causing problems for some wheelchair users as they had issues reaching the chargepoint. Overcoming accessibility challenges for people with visible or hidden disabilities is crucial to promote inclusivity.

Chargepoint operators who engaged with our recent ZEV Infrastructure Delivery Model Research mentioned that accessibility issues are a particular concern, as additional land is often needed to make public EV charging infrastructure accessible for disabled users. Some chargepoint operators claimed that some landowners are not always willing to give up another bay under the same contractual conditions.

“Manual dexterity issues are a problem and bollards prevented close approach to get the plug inserted.”

Scaling on Street Charging Infrastructure Project – Disabled Driver Investigations User Trial Report (2021)

“I’m disabled so getting out and trying to plug in an EV would be a trip hazard for me”.

Department for Transport: Public Electric Vehicle Charging Infrastructure (2022)

Having suitable power supply to meet demand

Future charging sites may not have the required power capacity to support the expansion of EV charging infrastructure. As EV take up grows there will be increased strain on the power grid to handle the electricity demand that is needed for drivers to charge their EVs. Identifying suitable sites which can utilise existing connections that have the capacity to support charging infrastructure which could be challenging, in some cases there may be a need for new connections to the grid which would be costly and require thorough planning and combined efforts to ensure infrastructure can be rolled out efficiently.

People

Range anxiety

Range anxiety is frequently referenced as a barrier to the take up of EVs with respondents telling us that they have concerns that they would run out of charge during a journey and not be able to recharge their vehicle. As well as sufficient infrastructure, it is important that we provide clear and accurate information that is easily accessible to help tackle range anxiety challenges. This will help us achieve **Well Informed People**.

Responses to the North East Charging Behaviour Study showed that limited range was amongst drivers' top reasons for not making the switch to a ZEV, with half of responses stating it was a major barrier. Interestingly, despite these concerns, 77% agreed that they could use an EV for most of their daily journeys.

There is some research to suggest current drivers would be reluctant to use their EVs for long distance journeys on unfamiliar routes due to uncertainties regarding where the next available chargepoint will be. A national study into EV behaviours found that 83% of drivers use their EV for short local trips, whereas only 19% were willing to use it for long distance journeys on unfamiliar routes due to range anxiety.

"It would be considerably more difficult, constantly having to think about 'where is the next charging point?' and having to add time into the journey and my plans."

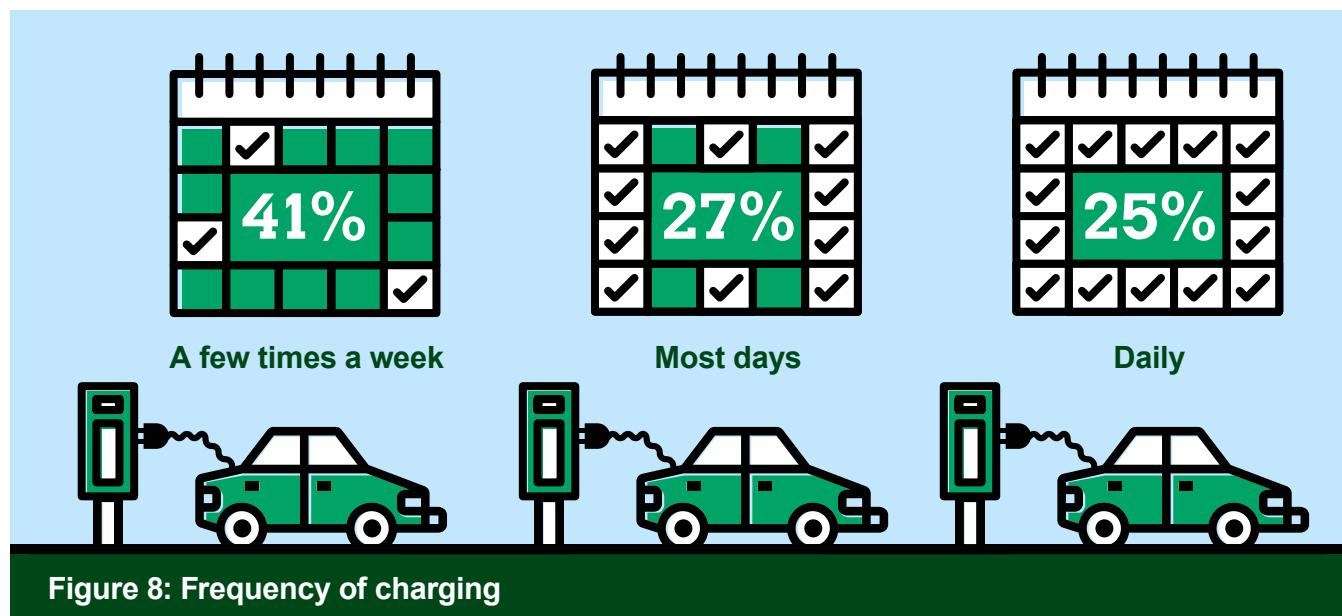
Non-EV driver, Urban

Department for Transport: Public Electric Vehicle Charging Infrastructure (2022)

"As my parents live a 400-mile trip away, until range gets up there, electric cars are not an option."

North East LEP area EV Charging Behaviour study (2020)

Despite average daily mileage being well within the range of an electric car, drivers throughout the region found some comfort in the reassurance of frequent public charging opportunities on their usual routes. Local research below shows how often people charge their electric car each week.



Perceived and actual gaps in the charging network

A challenge which will need to be overcome is ensuring that chargepoint operators can provide EV chargers in locations where there may be limited commercial incentive. This can be seen through the fact that 80% of chargers are in heavily populated urban locations and reduced levels of infrastructure in more rural areas of the region which may have reduced demand. These gaps are adding to range anxiety amongst drivers throughout the region due to the limitations on charging opportunities.

There are also current issues with securing public EV charging sites at urban areas. This is due to the scarcity of suitable land in these locations, as they are often already heavily built up. There is also the need to obtain planning approval to install infrastructure which can be a lengthy and complex process.

Research shows that some EV drivers want to be able to access chargepoints on their usual routes so that extensive planning is not required to make a journey and they are not at risk of running out of charge.

“Having to plan in advance when and where to charge... That goes closely with fitting charging into a busy routine. I’d literally have to leave my car and get a cab.”

Non-EV driver, Urban

Department for Transport research:
Public Electric Vehicle Charging
Infrastructure (2022)

Range anxiety is also a major concern amongst some businesses, with approximately 80% of those who engaged in the 2020 Fleet Revolution programme stating this to be one of the key barriers to incorporating ZEVs within their fleet.

Provision of information

There is a lack of awareness on EVs, including range capabilities and the infrastructure that is available in the region. There is a need to change public perceptions that there are no chargers in their area through education and promotion of the regional public EV charging estate. The North East EV charging behaviour study asked drivers to rank their knowledge and awareness on EVs and found that the most common response was 5 out of 10, with 51% choosing 5 or below (1 being no knowledge and 10 being first-hand experience).

A similar study undertaken in the Midlands found the most common response to be 8 out of 10. This indicates that there is scope for improvement on the awareness of EVs, in regard to both the infrastructure that is available and the range that EVs are capable of.

“After the cost of those vehicles (EVs), the next biggest barrier to me and anyone I speak to is lack of knowledge. Where will I charge it? How easy is it to do?”

North East LEP area EV Charging
Behaviour Study

The lack of data (including its accuracy) around public EV chargepoints such as status, type, levels of use, and queue times is resulting in limitations on the level of up-to-date information available to the public, via apps or promotional campaigns. For example, we found that a popular chargepoint mapping tool which is available to the public only covered 84% of the actual regional chargepoints (NE Delivery Model Research, 2023) and there is no distinction between slow, fast, and rapid chargers at present, including if the site is operational or in use by another driver. This can cause issues for EV drivers who are trying to plan their journey in advance and are relying on a chargepoint to reach their destination.

Cost of public charging tariffs

The unique geography of the North East region with urban, suburban, and rural communities means that there is currently some variation on chargepoint tariffs. Publicly available chargepoint tariffs are decided upon by chargepoint operators. Operators use tariffs to create revenue to cover maintenance and energy costs and to support faster turnaround times at busier chargepoints. Tariff inconsistencies and perceptions of high charging costs could hinder the transition to ZEVs. For example, public chargepoints that are situated in areas which aren't usually commercially viable could be perceived as operators charging EV drivers at a premium to help make up for reduced revenue. Overcoming this challenge is crucial for promoting the switch from petrol and diesel cars and vans to ZEVs.

People have told us they expect to pay to charge a vehicle with 100% of responses to the North East EV Charging Behaviour Study (comprising both current and non-EV drivers) stating that it was right that some payment be introduced and 25% saying that they would much rather pay for a service that they knew was well maintained, reliable and working when they needed to use it. However, failing to offer a suitable charging tariff could potentially deter some drivers from switching to electric vehicles public chargepoints.

Perceived complex payment process

The complexity of payment methods at some public chargepoints has been highlighted by EV drivers as a barrier to using public charging infrastructure. Some current EV drivers respondents highlighted confusion with current payment methods. Uncertainty could be hindering further adoption and take up. For example, the need to have numerous cards or contactless card payment being unavailable at some sites.

“It has to accept contactless debit or credit card. It's crazy we still have chargers that don't do that. You go to a petrol station and pay with your card, no reason why you shouldn't be able to with a charger. I don't want to have to sign up with an account.”

Non-EV driver, Urban

Department for Transport: Public Electric Vehicle Charging Infrastructure (2022)

Although smartphone app payments showed to be a favourable option, current users have expressed frustrations with the various apps needed which has resulted in them not using public charging infrastructure.

Some thought that some current payment processes were failing to deliver the “charge-and-go” experience they were looking for, suggesting some have perceptions that current payment methods may be too complicated.

“The number of different cards, apps and accounts you need is harrowing. My wife refuses to learn how to charge the car as it's so complicated.”

(EV driver, Suburban)

Department for Transport: Public Electric Vehicle Charging Infrastructure (2022)

Having 10 different apps is just absurd and then you have 2-3 different physical cards, and they don't all accept the same payment. It's just a mess and is not ideal.”

BEV driver, Urban

Department for Transport: Public Electric Vehicle Charging Infrastructure (2022)

Vehicles

We strongly believe that providing **excellent Infrastructure** + **well informed people** will lead to an **increase in zero emission vehicles**.

However, the costs associated with switching to ZEVs are regularly referenced as a current barrier amongst consumers. Although the cost of electric vehicles is outside of our remit, research suggests that it is a current barrier to adoption.

Prohibitive cost of Electric Vehicles

Prohibitive costs may restrict the widespread adoption of electric vehicles as they tend to be considerably more expensive than the petrol or diesel equivalent. *Which?* found that buying the EV equivalent to many current petrol/diesel models could require up to £10,000 additional upfront costs. This could restrict many people from purchasing them, especially during the current cost of living crisis where disposable incomes are being hit by the rising costs of necessities, such as food, housing, and fuel. We have heard from some local residents that have expressed concerns on the cost of buying an electric vehicle.

“I would love to own one but find it hard to justify replacing my current car that cost me £3,000 and does 55mpg for a car that costs £30,000.”

North East LEP area EV Charging Behaviour study (2020)

The North East EV Charging Behaviour Study found that the initial cost of hiring or buying a ZEV was referenced as a common barrier to uptake, with 52% of those who considered buying a ZEV telling us that they hadn't done so yet due to the costs that would be involved. National research from Aviva found that two-thirds of all drivers would be more likely to buy a ZEV if they were cheaper or subsidised by central government. The second-hand market is also currently underdeveloped due to ZEVs being a relatively new technological advancement. This can result in limited numbers of second-hand cars being available on the market for those who cannot, or do not wish to purchase a new vehicle.

“The cost of having an electric vehicle that is able to make long distance journeys is far too expensive and for out of town remote travel there are too few charging points.”

“Make them more affordable – cost is the only factor stopping me buying one.”

North East LEP area EV Charging Behaviour study (2020)

Another key issue adding to this challenge is the perceived lack of awareness of available grants and business-focused tax incentives. There is low awareness of financial support to assist businesses with purchasing ZEVs, with 95% of businesses surveyed as part of the Fleet Revolution programme stating that they were unaware of any tax incentives available to businesses to purchase electric vehicles.

“People don’t understand the schemes, don’t understand how the incentives work for electric cars. It’s complicated and messy for an SME to implement. You need to be an accountant to understand how the tax benefits and incentives work, so how are staff going to navigate this? It needs to be easier to understand, to navigate. Make it easy and simple for both staff and business owners.”

Small business, North Tyneside

Making The Right Travel Choice Strategy -
Employer research (2022)

“Incentives for electric cars were strong 10 years ago, less so now. They can be tax efficient and are cheap to run. But those tax benefits are starting to wane.”

Small business, South Tyneside

Making The Right Travel Choice Strategy -
Employer research (2022)

Challenges around the development and use of other ZEVs and alternative fuels

The region is looking to help support the development of alternative clean fuels and ensure that the regional focus is not limited to electric batteries when it comes to zero emission vehicles.

Electrification is not the only potential solution for zero emission vehicles. Larger vehicles such as heavy goods vehicles (HGVs) may consider alternative fuels such as hydrogen to be the best solution going forward. It is vital that the transport sector explores and implements several different technology solutions to meet the UK’s 2050 greenhouse gas emissions targets.

However, there are specific challenges around alternative ZEV fuels. For example, the expense and difficulty producing hydrogen fuel has been identified as a barrier to its further growth. There are currently only eleven hydrogen fuelling stations in the UK, so developing a refuelling infrastructure network could involve large costs and take several years to develop.

The distribution of hydrogen has also been identified as a technical challenge as it must be produced and compressed into storage tanks. For use in vehicles, it needs to be mixed with oxygen in a fuel cell to create the electricity to power the vehicle. The continued research, and development on the use of alternative fuels that do not emit any pollutants at the tailpipe will be crucial.

It is vital that other options are also explored going forward in order to reach decarbonisation targets.

‘Need to consider hydrogen and futureproofing, not just focus on EVs.’

North East Transport Plan public consultation (2020/21)





What are the challenges? – chapter summary

The feedback received from our residents and businesses strengthens our understanding of the barriers to ZEV uptake in the region and provides assurance that this strategy will help to address the challenges that the North East region is facing.

Although there are many concerns that current drivers have expressed, the number of people seriously considering making the transition to an electric vehicle or hybrid is growing at a significant rate. As discussed in chapter 2, the number of plug-in and battery electric vehicles have more than doubled since mid 2021 and are continuing to grow at a steady pace, as shown in figure 6.

“A Nexus Insight Panel survey on electric cars in 2019 found that the three main factors that would most influence drivers when considering buying an electric car were firstly, availability of chargepoints; secondly, how far you could travel before it needs recharging; and thirdly, the initial purchase cost.”

We will strive to install more EV infrastructure to support and encourage more people and businesses to transition away from petrol/diesel cars and vans to ZEVs; helping to achieve our vision of ‘moving to a green, healthy, dynamic and thriving North East’.

Where do we want to be?

Background

The aim of this strategy is for **'reliable public zero emission charging infrastructure across the North East wherever people need it.'** This is ambitious but to be achieved with the right level of investment and policy change.

By 2035 we want our region to be at the forefront of having made the transition to decarbonise transport, having cleaner air to breathe, and having a stronger, more inclusive economy.

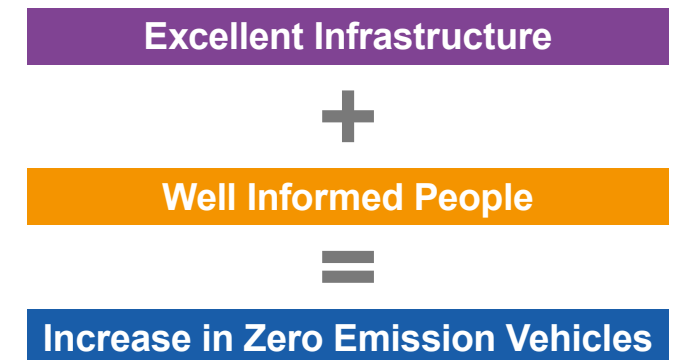
We want to be in a position where the vision and objectives of the North East Transport Plan and the aim of the Zero Emission Vehicle Strategy are realised. Delivering this strategy will encourage the switch from petrol and diesel vehicle use to ZEVs in the region where active travel is not a suitable option for the whole journey. Benefits of this will include reduced greenhouse gas emissions, and improvements in public health and wellbeing from improved air quality. Inequalities will also be reduced as we will strive for charging facilities with transparent and fair tariffs will be available for every community regardless of wealth or rurality.

Chargepoints will be high quality, accessible, safe and reliable with public information available.

Successful delivery of this strategy will enable a future where excellent infrastructure and well-informed people will combine to create a significant increase in zero emission vehicles. It will be achieved through the public and businesses switching from petrol and diesel vehicle use to ZEVs for trips which need to be made by car. People will still be making the right travel choice for them, so if walking, wheeling, cycling and public transport are suitable options for all or part of the journey they will continue to do this. We want the public and businesses to only use their ZEV for essential car journeys.

With a reliable, accessible, and affordable public charging network, electric vehicle drivers will be able to confidently undertake journeys in the knowledge that they can charge their vehicle when they need to, and it will be easy, quick, and safe to do this, with an efficient payment system at a reasonable price. People will be well informed and know where chargepoints are located and how to use them. This will give the public the confidence to switch from their petrol and diesel vehicles to ZEVs.

By 2035 we want to have overcome the main challenges highlighted in chapter 3 of accessible, available and reliable infrastructure; range anxiety; and cost of vehicles and charging. This can be achieved by focusing on the following:



We must ensure that the region has the public charging capacity in place to cope with the impact of the ban on the sale of new petrol and diesel cars/vans in 2035.

For this to be achieved, and to encourage a smooth transition, our public ZEV charging infrastructure will need to be much larger, more inclusive, and better integrated than it is today.

Chargepoints should be in places where people require them to be, including rural locations, helping to reduce transport poverty. Public charging must also be reliable and perceived as value for money.

Although this chapter focuses primarily on EV charging, we also want to enable progress with alternative green fuels such as hydrogen, which are likely to be required to fully decarbonise large vans and heavy goods vehicles over the next few years.

Excellent Infrastructure

People will be able to conveniently and reliably charge their electric vehicles wherever they need it regardless of if they live in urban, sub-urban, or rural locations. Charging should become second nature and a part of everyday life, just like refuelling a petrol or diesel car or van is today. Public electric vehicle charging infrastructure will also be in sustainable locations where possible, with excellent connections to the wider transport network, such as public transport. We want to be in the position where high quality charging infrastructure can be introduced speedily and efficiently in the right locations.

There will have been considerable progress made in ensuring public EV charging facilities are available in all parts of our region, both urban and rural, as well as in areas of high social deprivation, tackling both isolation and transport poverty.

The public sector will have successfully filled in the gaps left by the private sector, so chargepoint infrastructure is located wherever people need it.

The locations of public chargepoints will encourage the use of walking, wheeling, cycling or public transport as part of an integrated sustainable journey.

More public chargepoints will help to encourage tourism and help to attract visitors to the region by offering the assurance and convenience of EV charging, enabling tourists to explore and enjoy the North East without having to worry about charging limitations, overcoming challenges around 'range anxiety'.

Information on public chargepoint locations at or on the way to tourist destinations will be provided to visitors to the region. This will also help to overcome challenges around range anxiety, by ensuring that people know that there is a public chargepoint in between villages and towns that they can rely on.

Accessible public charging infrastructure will cater to the diverse needs of all users, including those with physical disabilities, sensory impairments, or cognitive challenges. There will be ample space for wheelchair users, clear signage, tactile surfaces where appropriate, and easy-to-use interfaces which will enhance the user experience for individuals with disabilities. This is recommended by accessibility guidance.

Locations of chargers will not only be accessible for all, and placed at strategic locations, but they will also be safe and secure for drivers and their vehicles, with adequate lighting where possible.

It is hoped that by 2035 the public charging network will be reliable and well maintained and any faults will be rectified quickly.

Over time public EV chargers will be greatly improved so they can charge faster and more efficiently. This means people can charge quickly and get on with their journey rather than having to plan around potentially long charging waiting times which can disrupt their trip. Robust contracts between Transport North East, its regional local authorities and chargepoint operators (CPOs) will have been successfully implemented to accommodate technology advancements.

A prioritised list of public EV charger locations identified in this strategy will have been taken forward for delivery, working in partnership with local authorities, Nexus and other key partners such as electrical distribution companies. This will help ensure people can charge wherever they need to.

Concepts where “Charge and ride” will have been trialled and introduced enabling people can park their ZEV at Park and Ride sites, including transport interchanges, allowing users to slowly charge their vehicle whilst they use public transport (Bus, Metro and local rail) for the rest of their journey. This will have helped support the switch to ZEVs and help part of the journey to be moved onto public transport, in line with our “making the right travel choice” policy. Drivers will be able to charge their vehicle in a parking bay, improving the effectiveness of public chargepoints. Smart tariffs, smart charging and parking management systems will help to prevent possible parking issues.

We will be in a position where electricity output from the power grid at regional public charging locations is efficient as possible to ensure there is enough power to meet the necessary charging demand in 2035 and beyond.

We will also have forged even closer working relationships with other organisations involved in the provision of public ZEV infrastructure from both the public and private sector such as regional local authorities, central government, landowners, car park and public transport interchange providers, chargepoint operators (CPOs), and disability groups. The benefits of this to the user are expected to be an increase in chargers available regardless of ownership, with an increased awareness of issues around disabled access which are acted upon.

A consistent regional offer and message will be provided across both the public and private sectors for public EV charging, including the layout/design of the public charging locations, joint apps for payments and service information, and consistent messaging regarding public charging infrastructure. There will also be integration and alignment with public transport marketing and information.

In addition, there will be enhanced relationships with neighbouring local and regional authorities so there is a greater knowledge of the state of the public charger network in the surrounding area and their ambitions going forward.

This will ensure that for cross-boundary journeys which start or end in our region, there is a more joined-up approach to public chargepoint infrastructure provision, which is vital as these journeys may be over longer distances rather than being local based trips. It means that decision making on public charger locations will be more co-ordinated so there is no duplication, avoiding having two charger sites in the same location either side of our regional boundaries. It will also take into account future changes such as new housing developments near to regional boundaries with neighbouring areas or major new road infrastructure. It will result in a better value for money charging infrastructure which can meet the changing needs of the public going forward.

The development of hydrogen as an alternative zero emission fuel for heavy transport (large vans, heavy goods vehicles, buses and trains), will have advanced further over the next few years, leading up to 2035. We will have made progress with making use of the region's expertise in exploring opportunities to test bed innovative clean energy solutions.

Well Informed People

People will have confidence in the North East's charging network and have an awareness on the availability and locations of public chargepoints, enabling people to plan and use charging facilities effectively. Reliable information will ensure that people know how to use the charging infrastructure and understand the benefits of ZEVs.

Information provision will be up-to-date and available before people make their journey. This includes the status of chargepoints, the expected tariff, the approximate queue waiting time, the exact location of the charger facilities within a site and how they can charge. This will lead to strong customer confidence and satisfaction. Regular updates on new public chargepoints will be provided to members of the public and third-party mapping services.

There will be strong engagement with businesses, ensuring employers and their staff have information relating to the benefits of ZEV and publicly available chargepoints to help support more sustainable travel

Increased levels of awareness and understanding will have contributed to improved confidence in electric vehicle switching, leading to a greater demand and use of public charging infrastructure.

Information on third-party ZEV car club services will be available regionally, providing easy access to electric vehicles close to bus interchanges, enabling convenient sustainable travel choices for residents and visitors to combine ZEVs with public transport. The region's network of public chargepoints will have been developed to account for local circumstances and needs, including rural areas.

The information provided at public chargepoints, along with the payment process itself, will be made straightforward and efficient for all users, achieved through adhering to agreed-upon design and accessibility standards.

Current and potential users of the network will have been fully engaged to shape its continued development, ensuring that public chargepoints are inclusive and cater to everyone's needs.

Vehicles

Having excellent infrastructure and well-informed people will have had a positive impact in supporting the transition to ZEVs away from petrol and diesel cars and vans.

ZEV uptake in the region will have significantly increased for purchased public vehicles, work vehicle fleets and public car hire opportunities, including in rural locations. EV uptake in the North East will match or exceed the national average.

More public chargepoints will have played a pivotal role in supporting businesses transition vans and vehicle fleets to zero emission.

Funding awards will result in a greater number of zero emission buses on our region's roads. The region will have monitored the uptake in zero emission vehicles including producing frequent reports on progress, leading up to 2035.

Our region will have strengthened its position as a world-leader in the development and manufacturing of electric vehicles and other zero emission vehicles technology and will continue to attract investment from global vehicle manufacturing companies, supporting the further growth of the advanced manufacturing and supply sector.

The potential of hydrogen technology will have been explored and developed for vehicle propulsion particularly as a means of decarbonising Heavy Goods Vehicles (HGVs), the second largest contributors to UK transport emissions after cars.

The North East will continue to lead on innovation, research, and collaboration between academia, industry, and government to further shape the growth of Zero Emission Vehicles and associated technology.

Where do we want to be? – chapter summary

The aim of this strategy is *'reliable public zero emission vehicle charging infrastructure across the North East wherever people need it.'* This chapter has set out what this will look like by 2035 if the strategy is successfully implemented. ZEV charging infrastructure will take a more prominent role in the North East, helping to meet its climate change declaration targets. This will be achieved through high quality and reliable public charging infrastructure throughout the region, complimented by its residents, businesses and employees being well informed on how to charge and on availability, tariffs, and the benefits compared to petrol and diesel vehicles.

This will help to ensure the switch from petrol and diesel vehicles regionally to ZEVs increases considerably by 2035 for journeys not suitable by walking, wheeling, cycling, or by public transport.



How do we get there?

To achieve this strategy's aim of *creating reliable public zero emission charging infrastructure across the North East wherever people need it*, the Joint Transport Committee (JTC) will need to work in collaboration with central government (particularly the Office for Zero Emission Vehicles), local authorities, Nexus, the private sector, Northern Powergrid, Scottish Power, and crucially local people to help enable an increase in the number of ZEVs across the region by further developing and expanding the North East's ZEV public charging network.

There is significant potential to greatly increase ZEV use across the region where walking, wheeling, cycling and public transport are not feasible options, but this is dependent on having much higher levels of public chargepoint facilities throughout the North East including rural areas and areas which aren't commercially viable. We need to collaborate with partners to make sure this happens.

Key commitment statements

In order to put this strategy into action, we have created a list of clear key commitment statements linked to, **infrastructure**, **people**, and **vehicles**. These commitments are aimed at supporting the delivery of this strategy, and how introducing excellent infrastructure and well informed people will help to achieve the North East Transport Plan vision and objectives, by delivering reliable public ZEV charging infrastructure across the North East wherever people need it.

Actioning these commitment statements will lead to us overcoming the following challenges and barriers identified, whether actual or perceived, as outlined earlier in this strategy.

Infrastructure

- Accessibility and availability of public charging infrastructure
- Reliability of current publicly available chargepoints
- Inclusive infrastructure and ease of use
- Having suitable power supply to meet demand

People

- Range anxiety
- Perceived and actual gaps in the charging network
- Provision of information
- Cost of public charging tariffs/fees
- Perceived complex payment process

Vehicles

- Prohibitive cost of Electric Vehicles
- Challenges around the development and use of other ZEVs and alternative fuels

Excellent Infrastructure



Well Informed People



Increase in Zero Emission Vehicles

How we will interface with the private sector

The delivery plan of this strategy sets out a new prioritised list of 221 potential sites for public chargepoints. This has helped inform the region of the level of public investment which is required over the next five years.

This pipeline of clearly evidenced chargepoint locations on publicly owned land will be able to be taken forward as public funding becomes available. This strategy and its delivery can also strengthen future funding bids.

But the region's public charging network simply will not be able to increase at the scale and pace required with public funding alone. Whilst the North East is seeing ever-increasing investment from private chargepoint operators, significantly more private investment will be required across the region for chargepoints that are publicly available. This is why this strategy proposes the creation of an EV partnership group. The purpose of the group will be to work together with local authorities, private sector, Northern Powergrid (NPG) and Scottish Power, **sharing information and best practice**, to help create reliable public zero emission charging infrastructure across the North East wherever people need it.

What this chapter covers

This chapter sets out the recommendations for this strategy in the form of key commitment statements. It also includes a delivery plan providing a list of proposed regional schemes which we will seek funding to grow the public charging network, and to raise awareness and information so that people are well informed.

As we get closer to 2035, and with the sale of ZEVs increasing, we need to ensure the challenges for people moving to EVs (accessibility of infrastructure, range anxiety and the cost of vehicles and charging) are addressed. The following commitment statements will help to address these barriers, enabling people to move from petrol and diesel cars or vans to zero emission vehicles.

Northern Powergrid (NPG) Distribution System Operation (DSO)

Northern Powergrid is delivering distribution system operation (DSO) functions to ensure the region's electricity distribution network is fit for the future and ready to meet the demands of a decarbonised region. As uptake of Zero Emission Vehicles, particularly electric vehicles (EVs), and associated chargepoint infrastructure increases, so will the demands on the electricity network.

This is why this strategy recommends the of an EV partnership group, working closely with Distribution Network Operators (DNOs) such as NPG.



North East Zero Emission Vehicle Strategy – key commitment statements

Infrastructure – key commitment statements

- We will work with partners on charging specifications to ensure minimum requirements and robust maintenance agreements are standard across the region, ensuring a more consistent and positive user experience.
- To achieve consistent high quality public facilities we will investigate the opportunity for a regional public EV charging infrastructure design framework.
- We will continue to grow partnerships across the region, working with public and private sectors to understand new opportunities for chargepoint infrastructure.
- We will work with partners to review and coordinate the deployment of charging in remote rural areas and areas of high social deprivation to address transport related social exclusion and transport poverty.
- We will consider sites from our 2023 refreshed regional zero electric vehicle enabling study and continue to seek existing and new funding opportunities to take these and future sites forward.
- We will undertake a future refresh of our existing regional zero electric vehicle enabling study to ensure that future priority sites continue to be identified to develop the region's public chargepoint network.
- We will seek opportunities to work with the private sector, with the aim of coordinating the installation of ZEV infrastructure in the region, ensuring that future demand is able to be met.
- We will take a flexible approach to filling the infrastructure gaps and monitor the deployment of public chargepoints across the region, reporting on progress.
- We will ensure that the government's accessibility standards are implemented regionally in future procurement exercises and infrastructure projects.
- We will continue to take advantage of our region's expertise and explore opportunities to test bed innovative clean energy solutions.
- We will continue to seek and apply for funding to install and maintain ZEV chargers across the region, especially in commercially unviable locations, for use by the public and the taxi and private hire industry.
- We will set up a ZEV partnership group to learn about what the public and private sector are doing with regards to EV infrastructure in the region, to avoid duplication whilst also supporting each other in installing EV infrastructure to get the best solutions to suit different needs and identify gaps in the network.

Infrastructure – key commitment statements

Local authorities and key stakeholders

- We will work in partnership with local authorities and their local communities to ensure that the delivery of chargepoints in both rural and urban areas which are necessary but perhaps not commercially viable to ensure that no community is left behind.
- We will work in partnership with the North East Procurement Organisation (NEPO) and our local authorities, to provide a key facilitation and coordination to ensure that the network continues to meet future demand and that regional standards are incorporated.
- We will work together with local authorities and Nexus to source suitable available land for future public EV charging, so the region has a prioritised list of potential sites to develop and install further public charging infrastructure.
- We will seek stronger links with planning departments to encourage the installation of chargepoint provision within new housing developments and other developments such as businesses to provide future provision.
- We will work in partnership with local authorities and key stakeholders to help identify and address planning issues early on such as consents, including rights of way for installing wires (wayleaves) for chargepoints.
- We will ensure that the deployment of public chargepoints align with local authority and Nexus plans.

Energy Sector (Distribution Network Operator)

- We will seek to enter into a strategic partnership with Northern Powergrid and Scottish Power to make sure that the power network can support the installation of new EV charging infrastructure, both in terms of substation capacity and overall demand on the network.
- We will invite both Northern Powergrid and Scottish Power to be members of the EV partnership group to give insight into future plans, opportunities to identify whether there is grid capacity early on, and suggest alternative sites for public chargepoints if necessary.
- We will work in partnership to ensure that power capacity, connection issues and the need for new substations for chargepoints will be identified at an early stage, prior to funding.
- We will also investigate energy storage systems where there are restrictions on the grid to deliver charging infrastructure to ensure there is sufficient power capacity to enable the installation of chargepoints.

Private sector

- We will seek opportunities to work with the private sector (chargepoint operators, businesses and other organisations) to understand their long-term plans for chargepoint delivery and development to ensure that there is no duplication, with the aim of coordinating the installation of ZEV infrastructure in the region, ensuring that future demand is able to be met.

People – key commitment statements

- We will embrace current work being undertaken on accessible and inclusivity standards for infrastructure and support our partners to ensure people with mobility/accessibility impairments are able to access and use charging infrastructure.
- We will engage with the people who live, work and visit the North East to understand their current and future infrastructure requirements to enable their transition to ZEVs.
- We will market and promote activities to support the uptake of zero emission vehicles, particularly electric vehicles such as raising awareness and information on the location of chargepoints, how to use them, including payment and tariff information.
- We will seek revenue funding to support information on destination chargepoints for residents and visitors to help overcome challenges on range anxiety.
- We will continue to seek funding to install chargepoints for shared car club projects, particularly in rural areas and areas of high social deprivation, to help tackle challenges with social isolation and transport poverty.
- We will support a region-wide discussion on the approach to setting payment tariffs to deliver the best possible customer experience.
- We will procure a supplier to manage any chargepoints that are within our ownership, and they will be required to meet a set of minimum standards including maintenance and quality.

Vehicle – key commitment statements

- We will monitor the uptake in zero emission vehicles across the region and report on progress against projected growth.
- We will prioritise the use of cleaner, greener cars and vans.
- We will continue to seek funding opportunities to deliver zero emission buses.

Exploring other Innovation opportunities

- We will work with the region's universities, catapults, and national centres of excellence, covering digital, energy, and advanced manufacturing to test and monitor a wide range of ZEV related innovation projects.
- We will work with partners to identify funding opportunities and possible trials of alternative fuelled vehicles, to maintain momentum and create a critical mass of ZEV projects that could deliver significant regional benefits.
- We will work closely with the research and development sector to exploit hydrogen technology for vehicle propulsion and to deploy at scale if required, particularly as a means of decarbonising Heavy Goods Vehicle fleets.
- We will continue to monitor advancements in alternative clean fuel technologies and when appropriate, they will become a more prominent feature in future ZEV strategy refreshes, with the potential to develop hydrogen refuelling stations as well as other ZEV infrastructure.

Work currently underway

2023 Refresh of the Regional Electric Vehicle Enabling Study

In 2020, we commissioned a blueprint to deliver ZEV infrastructure. The study identified a substantial list of priority sites that can be taken forward as demand requires and funding opportunities arise.

The study was initially refreshed in summer 2022 to reflect changing priorities, sites which had been delivered, and the introduction of Metro sites.

A further refresh of the enabling study was commenced in June 2023, to look at EV infrastructure requirements over the next 5 years 2023-2028. Following completion of the sites identified and funded in the initial study, we have established a new prioritised list of 221 sites for public chargepoints. The enabling study also highlights passive infrastructure (existing underground electrical wiring) that can be used for future EV chargepoints when required. This will help us to future proof and ensure infrastructure can meet further demand.

We will use these further sites to seek available funding opportunities and will then work with partners to deliver reliable public zero emission vehicle charging infrastructure across the North East wherever people need it, ensuring that both urban and rural communities are covered. This work will complement the wider infrastructure projects being delivered by local authorities and agencies such as National Highways in delivering a network in the North East that supports the next stage of transition to electric vehicles.

The most recent funding to be released is the Local Electric Vehicle Infrastructure (LEVI) fund. The UK government announced £343m in capital funding to support the installations of EV chargepoint infrastructure for local authorities, these chargepoints will primarily benefit residents without off-street parking.

There is also an additional £37.8m in capability funds to ensure that local authorities have the staff and capability to plan and deliver chargepoint infrastructure.

We will co-ordinate funding on behalf of our region to provide support and delivery of this strategy.

Proposed infrastructure delivery models

To enable the uptake of ZEVs required to meet the regions' forecasted demand and decarbonisation targets, it is important that the infrastructure is of a consistently high standard, and that as far as possible the user has a seamless experience across different chargepoints. This will be achieved through procurements which will enable long-term investment in the region's public EV infrastructure network.

This investment is needed to upgrade, operate and maintain the current public authority owned network, and to resource its expansion in order to secure a sustainable long-term future which aligns to our future commitments.

To manage the region's growing public EV infrastructure network, we need to contract and operate with chargepoint operators (CPO). Some of our existing network of chargepoints that were installed in 2011 have been left without an operation contract, these chargepoints were left broken and unusable. It is important to have the right contract in place going forward with a CPO to ensure chargepoints are reliable, accessible, safe and secure.

Local authorities need to agree a contractual agreement to operate EV infrastructure, the following are the different types of operating models that can be considered;

Contracts and Operation Model Types

Below is a description all the contractual agreements a local authority and a chargepoint operator can agree on to successfully operate the chargepoints:

Own and operate

The own and operate model offers the greatest level of control for a local authority however, it brings with it risks. With this model the local authority pays for all the capital costs, covers all operational costs and in return retains ownership of control, responsibility risks and revenue.

Concessionary contract

A Concessionary contract is an agreement with the local authority and the CPO that offers the right to deploy electric vehicle charging infrastructure with a local authority and CPO investment. This model puts some of the risk and funding back to the CPO. In this method the control over pricing and location is generally negotiable if an attractive “package” can be put together which attracts commercial investment. However, this allows rural and urban areas to be included and not left behind.

Joint venture

A joint venture is a separate business entity created by two or more parties, including the local authority and at least one service provider.

Public-private commercial partnership (PPCP)

PPCP is a flexible commercial arrangement that shares aspects of capital, operational cost control and risk between the service provider and public bodies.

Land lease

A land lease is a low risk, low revenue commercial arrangement for EVI (Electric Vehicle Infrastructure) procurement where the local authority retains little control over the resulting service by leasing land it owns to CPOs.

Our regional approach

After careful consideration of the various delivery model options, it could be beneficial to proceed with a flexible procurement framework to create reliable public zero emission charging infrastructure across the North East wherever people need it.

The region has worked closely with the North East Procurement Organisation (NEPO) to produce an overarching procurement process in which a Framework will be established and awarded to the suppliers. This will be available for NEPO member Authorities (Contracting Authorities) to call off their requirements from, via Direct Award, Flexible Direct Award or by Mini Competition directly with the suppliers who were awarded to the framework.

The framework, to be initially established in October 2023, has a contractual term of 4 years, plus the option to extend for a further 2 years (2023 –2029). Contracting authorities can select to use one of the chargepoint operators who have been appointed to the framework for their charging infrastructure requirements.

The contract includes flexibility to initiate arrangements for local authorities to adapt to their own requirements, for the installations of chargepoints that meets their criteria. Projects can include ongoing support and maintenance agreements, ensuring the reliability of our charging network.

By working in partnership with NEPO and our local authorities, we propose to provide a key facilitation and coordination role to ensure that the network continues to meet future demand and that regional standards are incorporated.

Providing this flexible approach for the region could help local authorities with upcoming EV Infrastructure plans, if they wish to use the framework. We will continue to monitor the development of EV infrastructure and procurement contracts to ensure the best solution with the region.

Proposed regional responsibilities

To ensure that we keep up with ZEV charging demands and infrastructure for our region, we propose to complement the work of Local Authorities by working towards the agreement and monitoring of regional policy and standards on behalf of Local Authorities. We will source funding at a regional level and co-ordinate the delivery of regional programme.

Local Authorities will be responsible for council and community specific strategies including on-street and residential however, we will support our Local Authorities to stay up to date with current developments of ZEV infrastructure and the development of further technologies towards Zero Emission Vehicles.

Given the significant increase in public chargepoints which will be required to meet the aim of this strategy to deliver reliable public zero emission vehicle charging infrastructure across

the North East wherever people need it, the region won't solely be able to depend on sites which do not require planning permission, such as the use of existing public car park spaces.

Where planning permission is required for new public chargepoint infrastructure we will work with the region's seven local authorities and Nexus to ensure, where possible, there is a consistent and joined-up approach to the installation and design of public charging facilities.

Proposed regional and local roles and responsibilities to help support the development of ZEV infrastructure:

Our regional role	Local Authorities
Agreeing and monitor regional policy and standards.	Council and community-specific strategies including on-street and residential.
Sourcing funding at a regional level and co-ordinate delivery of regional programmes.	Local authority-specific funding and local delivery of regional funding.
Providing region wide information to motorists.	ZEV charging facilities at public-facing council facilities e.g. public car parks and on local highways.
ZEV charging facilities for long distance traffic, strategic Park & Ride sites and transport interchanges.	ZEV charging facilities for council fleets and employee workplace parking.
Co-ordinating regional strategy with private sector providers, Northern Powergrid, Scottish Power, and national agencies.	Planning requirements for new build housing, workplace, retail etc.
Representing the region to the ZEV industry, regulators, government and other partners.	Liaison with communities, employers and businesses.

Table 5: Proposed regional and local roles and responsibilities

Delivery plan

Our identified programme of proposed investment stems from the North East Transport Plan. The plan sets out a live programme of interventions, all of which were initially tested to ensure that they are consistent with the Transport Plan objectives and that they are deliverable.

All schemes that have been identified and delivered by the region will be fully developed as projects in accordance with the region's assurance framework or that of partners.

This will demonstrate that all of the proposed improvements are socially acceptable, economically viable and deliverable as well as supporting the achievement of objectives nationally, regionally, and locally.

Our schemes are ambitious and are worth approximately £80m. The plan also includes a list of proposed chargepoint sites to grow the charging network across the region. The list is a "live pipeline" of schemes and is expected to further develop over time.

But that is not the end of the process. All schemes will be subject to more rigorous testing and appraisal and will only be delivered where they have demonstrated, through detailed business case development, that they can appropriately contribute towards the delivery of the objectives.

If schemes cannot contribute towards objectives and don't support the Transport Plan, they will not be taken forward.

This strategy has utilised the Transport Plan pipeline and Nexus' (The Tyne and Wear Passenger Transport Executive) capital pipeline schemes. We have identified schemes that will support North East objectives from the below delivery plan.

What are we proposing?

The proposed investments and initiatives set out in this strategy broadly consist of:

- **The creation of an EV partnership group with the public and private sector;**
- **A new public EV chargepoint infrastructure;**
- **The maintenance and upgrading of the existing public chargepoint network;**
- **Increased information provision for people to make the transition to ZEVs;**
- **Innovative schemes to develop ZEV technology;**
- **A flexible procurement framework (NEPO) available to deliver public EV chargepoint infrastructure.**

Delivery

This programme will be delivered by the constituent authorities and Nexus within the North East, together with schemes being delivered by the region.

The region's Transport Programmes team will manage this programme and will be responsible for sponsoring the development of various schemes and projects that support this plan, as well as a series of region-wide initiatives.

Implementation of the interventions that are regional initiatives are within the control and will be delivered in accordance with the region's programme management and assurance frameworks.

In some cases, the region's transport programmes team will act as the promoter of schemes and will be responsible for delivery, but in most circumstances, delivery may be undertaken by another organisation, for example our constituent local authorities, with the region securing funding and providing technical assistance as required.

Programme Management and Assurance

The funding required to realise the ambitions of this strategy is substantial, however the region is fortunate to have a well established and endorsed Transport Assurance Framework in place which is proportionate to the nature, scale, and value of schemes.

The heart of our Transport Assurance Framework is a scalable series of gateways that provide our governance structure with the confidence that each component investment is delivering on the requirements of the programme and delivering the Zero Emission Vehicle Strategy and Transport Plan outcomes that have been attributed to that investment.

Our assurance framework has been developed in stages. Each stage represents a gateway in the process and approvals and reviews are applied at each stage.

For further information on our Transport Assurance Framework please visit: www.transportnortheast.gov.uk, contact info@transportnortheast.gov.uk, or call **0191 433 2973**.

Funding and Development options

The region will continue to work with government to secure funding through competition based funding, and longer-term devolved settlements to unlock schemes.

For certain investments, developer contributions will form a viable part of the financial model. We will work with the individual authorities to secure appropriate levels of contributions or works in kind where the investment is directly related to the development and is needed to mitigate the impact of the scheme in question.

Realising the ambition of this strategy will be partially reliant on the ability to secure the necessary powers and consents for delivery in terms of traffic regulation orders (TRO) and in some cases planning consent.

Alternative funding may be considered on a case-by-case basis, particularly where shared integrated priorities can be realised.

How do we get there? – chapter summary

Working in partnership with local authorities, the private sector, Northern Powergrid and Scottish Power, together we will create reliable public zero emission charging infrastructure across the North East wherever people need it.

Our schemes are ambitious and will be worth approximately £80m, including a list of proposed chargepoint sites to grow the charging network across the region. The list is a “live pipeline” of schemes and is expected to further develop over time.

We will keep this pipeline updated and have plans in place to develop schemes, so they are ready for delivery over this time period.

Delivery plan 2023 – 2035

Key	
	Infrastructure
	People
	Vehicles

Scheme number	Scheme name	Promoter	Scheme description	Timescales for Delivery
TNE50	EV Partnership Group	Transport North East	Setting up a partnership group with the public and private sector and Distribution Network Operators (DNOs) to support, build, and grow the EV charging infrastructure in the North East.	Shovel ready
NX15	Creating electric vehicle charging points across Nexus car parks	Nexus	EV charging infrastructure at all Nexus owned car parks.	Shovel Ready
NX16	Installing solar panels at Nexus infrastructure	Nexus	As a means of supporting EV chargepoints and the demand on the National Grid, installing PV on Metro infrastructure.	Next 5 years
TNE18a	Fund replacement and upgrade of existing EV infrastructure	Transport North East	Plug funding gap to replace and or upgrade EV legacy equipment.	Shovel Ready
TNE18b	Electric Vehicle Infrastructure – Consider gaps in the network	Transport North East	<p>This project will install publicly available EV chargers at 221 sites across the North East.</p> <p>The refreshed enabling study completed in September 2023 will provide 221 EV chargepoints sites and passive infrastructure to future proof areas going forward.</p> <p>Sites will be chosen based on the requirement for the charging infrastructure to be easily accessible to a range of different users; this will entail a set of criteria likely to include:</p> <ul style="list-style-type: none"> • proximity to major employment sites; and, • proximity to popular tourist attractions. 	Next 5 years
TNE18c	EV Charging Residential Options	Local Authorities	The expansion of EV charging focused on residential areas where they lack off street parking. Initial estimates suggest a £15.8m of upwards of 1200 charging points.	Shovel Ready

Scheme number	Scheme name	Promoter	Scheme description	Timescales for Delivery
TNE48	Promotion of public chargepoints and the benefits of ZEVs	Transport North East	A communications campaign to raise awareness of the benefits of zero emission vehicles, and the region's public chargepoint installations. Also raise awareness of ZEV car clubs available in the region.	Shovel Ready
TNE49	Accessibility forum (EV Chargepoint infrastructure)	Transport North East	The creation of a stakeholder forum specifically for disabled stakeholders to advise us/ delivery partners on accessibility needs for public chargepoint infrastructure.	Shovel Ready
TNE34a	Decarbonising Public Transport	Transport North East	Innovation securing funding and looking at alternative funding and finance options to support the greater roll out of low emission vehicles and vessels, incorporating electric, gas and hydrogen solutions.	Next 5 years
EX35	Enhancing the electric vehicle offer on the strategic road network	National Highways	Enhancing the EV offer on the strategic road network.	Next 5 years
GA51	EV Charging Improvements	Gateshead Council	Lack of convenient EV charging facilities in car parks owned by Gateshead Council - Provision of facilities.	Next 5 years
DU41	Decarbonisation of P&R fleet	Durham County Council	Durham City currently suffers from poor air quality as defined by the Council's Air Quality Management Area and linked Air Quality Action Plan. To address this problem and reduce vehicle emissions within the city, it is proposed to convert Durham County Council's Park & Ride bus fleet from diesel to electric.	Next 5 years
SU30	Energy generation and storage projects in Sunderland	Sunderland City Council	Funding secured to provide roof mounted solar PV at Jack Crawford House, Washington BC, Sunderland Software Centre, Evolve Business Centre, and Transit Shed 7 at the Port. Solar Car Ports to be provided at Jack Crawford House and Evolve BC. Battery storage facility to be provided at Jack Crawford House and new Parsons depot. Planning application submission currently being prepared for this financial year.	Next 5 years
TNE51	Go Smarter to Work Zero Emission Vehicles	Transport North East	Through engagement with businesses carry out employee travel surveys to inform current forms of commuting. Focused marketing, raised awareness and initiatives to promote ZEVs for necessary journeys that cannot be made by active travel or public transport.	Next 5 years

Scheme number	Scheme name	Promoter	Scheme description	Timescales for Delivery
SU41	Zero Emission Refuelling Hub	Sunderland City Council	Sunderland City Council and Partners, are developing a project to deliver both hydrogen and rapid electric vehicle refuelling/charging at a single site.	Next 10 years
TNE34b	A regional energy package	Transport North East	Innovation - A regional energy package focused on generating energy on our transport assets, depots, stops and stations to support ZEV infrastructure and vehicles.	Next 10 years
TNE35	Future Fuels Innovator	Transport North East	Run an Innovator programme to examine future fuel technologies for all road vehicles, including hydrogen.	Next 10 years
NX22	Clean Ferry Ferry asset renewal programme	Nexus	The Shields Ferry is currently dependent on fossil fuels. A project working with universities and engineering specialists to help transition the ferry to run carbon free.	Next 10 years

Measures of success

The aim of this strategy is to deliver reliable public Zero Emission Vehicle charging infrastructure across the North East wherever people need it. This cannot be achieved by public sector efforts alone, we will need to work in partnership with the public and private sector.

The key measures of success of this strategy will therefore be an increase in the number of public EV chargepoint sites as well as an increase in the proportion of ZEVs in our region over the coming years to 2035.

We will monitor the number of public EV sites and chargepoints as well as the proportion of ZEVs to vehicles in our region. Alongside these key metrics, we also propose to monitor CO2 road transport emissions in the region.

An increase in the proportion of ZEVs, mainly electric cars and vans, should lead to a decrease in road transport emissions.

Excellent Infrastructure



Well Informed People



Increase in Zero Emission Vehicles

By providing accessible infrastructure and addressing public concerns that deter the switch to ZEVs, we can encourage growth in the number of zero emission vehicles used to replace journeys currently made using petrol/ diesel cars and vans.

We propose to review and report on these metrics annually to monitor the region's journey working in partnership to grow the number of public chargepoints and support the transition to ZEVs.

These reporting metrics align with the vision and five objectives of the North East Transport Plan. The column to the right indicates how this delivering this strategy could help towards achieving them:



Carbon-neutral North East

Electric Vehicle uptake in the region to match or exceed national average



Overcome inequality and grow our economy

Charging facilities and fair tariffs for every community regardless of wealth or rurality



Healthier North East

Improving air quality. Charging locations encourage use of public transport (Park and Ride), active travel and culture/heritage



Appealing, sustainable transport choices

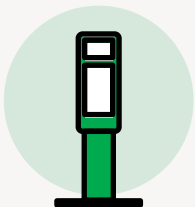
High quality and accessible chargepoints with reliable public information



Safe, secure network

Chargepoints in safe and secure locations for you and your vehicle

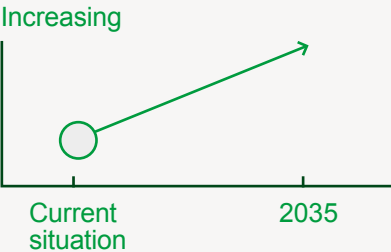
Number of sites and chargepoints



We want to see an increase in the number of sites and chargepoints in our region.

Key insight

As of May 2023, we have around 403 locations with 846 chargers. An increase in the number of sites and chargepoints will mean that there are more opportunities to charge across our region and that more people at any one time can charge their ZEVs.



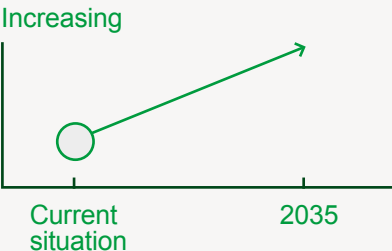
Proportion of ZEVs to vehicles in our region



We want to see an increase in the proportion of vehicles that are zero emission at the tailpipe.

Key insight

In early 2023, around 1% of all registered vehicles in the North East were ZEVs. This was around 9,970 vehicles.



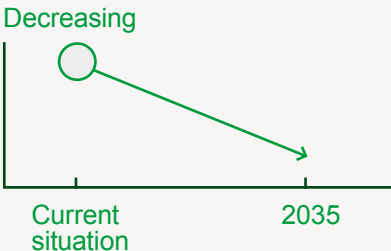
Road Transport Emissions



We want to see a decrease in the proportion of regional CO2 emissions from road transport.

Key insight

In 2021 in the North East, road transport was responsible for around 36% of overall CO2 emissions.



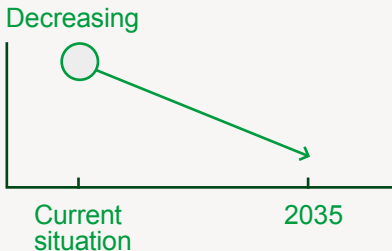
Climate Action



We want to see a decrease in the CO2 emissions per capita emitted using road transport.

Key insight

In 2021 in the North East, road transport emitted 1.43 tonnes of CO2 per person.



Appendix 1 – Enabling Study Results

Local Authority	Total
Durham County Council	31
Gateshead Council	22
Newcastle City Council	38
Northumberland County Council	52
North Tyneside Council	24
Sunderland City Council	26
South Tyneside Council	28
Total	221
This table shows the list of the potential sites by Local Authority	

This pipeline of 221 potential chargepoint sites on publicly owned land in strategic locations will be able to be taken forward as public funding becomes available. However, the region's public charging network simply will not be able to increase at the scale and pace required with public funding alone. Whilst the North East is seeing ever-increasing investment from private chargepoint operators, significantly more private investment will be required across the region for the demand for publicly available chargepoints to be met. This is why this strategy proposes the creation of an EV partnership group to work together with local authorities, the private sector, Northern Powergrid and Scottish Power, to gain a better understanding of where each sector is planning to install chargepoints so that gaps in the network can be identified over the coming years to 2035.

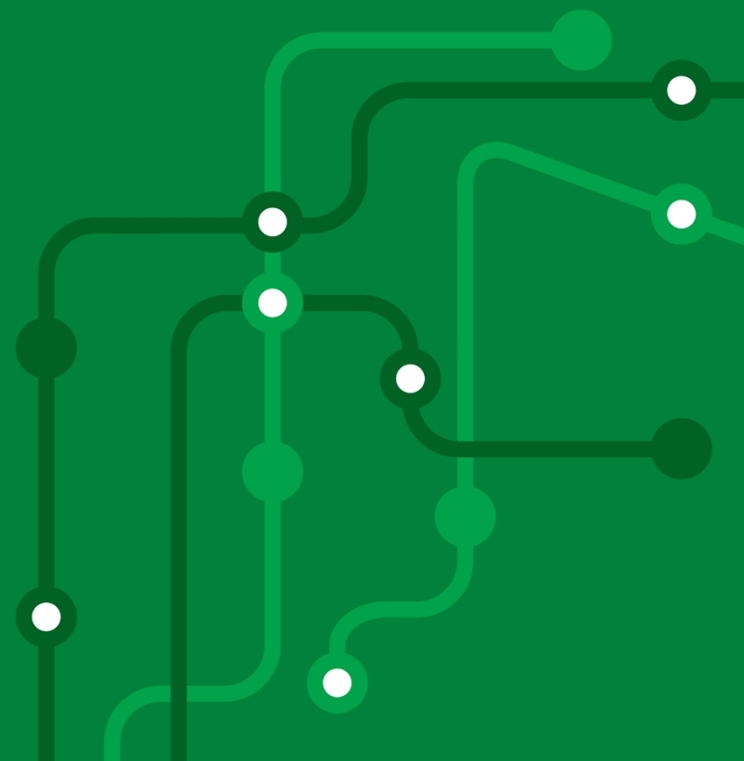
Email: info@transportnortheast.gov.uk

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Transport **North East**

North East Zero Emission Vehicle (ZEV) Strategy – Consultation Summary Report December 2023



Background

The North East Zero Emission Vehicle (ZEV) strategy sets out our aim to deliver reliable public zero emission vehicle charging infrastructure across the North East, wherever people need it. The consultation draft strategy focused on the approach that: Excellent Infrastructure + Well Informed People = Increase in Zero Emission Vehicles. This approach was based on the belief that by delivering a comprehensive and inclusive public infrastructure network offer, together with clear positive messaging, we can support people and businesses to switch from petrol and diesel cars or vans to ZEVs.

Developed on behalf of the North East Joint Transport Committee, the strategy builds on the 2022 North East ZEV policy, which outlined initial proposals for how the region will complement private sector charging facilities, co-ordinate action with local authority charging initiatives and build a partnership with Northern Powergrid.

The strategy is intended to help reduce the environmental impact of car/van travel by encouraging the switch to ZEVs. It is not the aim of the strategy to encourage people who are already walking, wheeling, cycling or using public transport to switch to a zero-emission vehicle. Instead, we want to promote the use of ZEVs for journeys which must be made by cars and vans.

Consultation with the public and stakeholder groups was an important and valued step in developing the strategy. The consultation helped us to shape the final document, ensuring it addressed the needs of our communities, and provided a transparent and open process.

How we told you about the consultation

The ZEV Draft Strategy consultation ran for five weeks from 3rd October to 7th November. To reach as many people and stakeholder groups as possible, a multi-channel approach was used, including:

- Frequent organic social media posts on the Transport North East media channels, including Facebook, Twitter and LinkedIn;
- Partner communications – working with local authorities to encourage residents and organisations to have their say on the proposals. Local authorities shared messaging on social media platforms, staff intranets, across public spaces, libraries where possible and consultation platforms;
- Digital Posters and flyers distributed to local authorities for display in public spaces including libraries;
- Print advertising in regional newspapers;
- Digital advertising through Meta (Facebook and Instagram);
- Media activity, including BBC regional television and radio pieces;
- Information and an online survey available via www.transportnortheast.gov.uk;
- A dedicated consultation telephone hotline, option to post responses and a dedicated email address in operation throughout the consultation;
- Three online stakeholder consultation events which included a Q&A session – held on a variety of different days/times.
- A total of seven drop-in public engagement events across all North East local authorities, with some held during school holiday periods;

- E-mail communication with interested groups;

The strategy was also available in alternative formats upon request. The TNE consultation guidelines were followed throughout the consultation process.

Your response

As part of the consultation, we asked the public and stakeholder groups their views on the strategy's:

- Key aim and approach
- Barriers to ZEV uptake

A total of 838 pieces of engagement were received as part of the consultation. The majority responded by completing the online surveys, but feedback was also received via email, on social media and by comment card submissions at our in-person engagement events.

To summarise, we received:

Public engagement response:

- 482 responses to the online survey;
- 323 comment cards;
- 20 social media comments.
- 2 emails

Stakeholder engagement response:

- 7 responses to the survey from organisations;
- 4 stakeholder responses received via email.

We also received 18 registrations for engagement events which were open to both members of the public and other stakeholders.

Response Themes

Every piece of feedback was read and reviewed by the team, and the below table summarises the five main themes from the feedback, along with our response.

Table 1 – consultation insights from both members of the public and other stakeholders

Response theme	Insights	Response
Cost	The theme of cost came through strongly throughout responses. The initial purchasing cost of ZEVs was seen by many as prohibitive. This includes the cost of charging, which is often cited as a barrier as well as insurance and maintenance costs. We heard that the secondhand market is not broad or deep enough yet for a wide scale	We understand that for many, cost is a major barrier to purchasing a ZEV. We have improved clarity of wording highlighting that issues of cost are outside of the scope of the strategy. We have retained the emphasis in discussion on barriers of cost. We have no levers in which to influence the

	<p>regional sea-change in ZEV uptake. There are also concerns around the costs to replace ZEVs and their components, which are not always seen as having a suitably long life cycle. Concerns around cost were also framed against the ongoing cost of living crisis, with some feeling that public funds spent on charging infrastructure could be used elsewhere.</p>	<p>cost of ZEVs. We will however aim to raise awareness of this issue and highlight cost impacts on ZEV take up in the region.</p> <p>We acknowledge that the cost of living crisis is having a significant impact for people in our region.</p> <p>We have updated wording around the national policy context in line with recent developments.</p> <p>The strategy includes a list of proposed schemes that are not currently funded. All proposals would need to meet bid criteria before being assessed for value for money and benefit to the public when funding allocation decisions are made.</p>
Support for the strategy	<p>Respondents were supportive of the strategy and its approach, often on the grounds of air quality and environmental benefits that may be gained by an increase in ZEV uptake. Some respondents have highlighted that this will be important to the future of our region, making sure that the North East is not left behind after a transition to ZEVs.</p>	<p>We have emphasised that the aim of the strategy is to deliver reliable public Zero Emission Vehicle charging infrastructure across the North East, wherever people need it throughout the strategy.</p> <p>The consultation draft strategy focused on the approach that: Excellent Infrastructure + Well Informed People = Increase in Zero Emission Vehicles, this approach has been retained.</p>
Reliability	<p>Respondents highlighted concerns around the reliability of both ZEVs and ZEV infrastructure. A perceived lack of reliability of charge points, as well as the lack of reliable information on current infrastructure, was highlighted, as well as concerns about the reliability of ZEVs for people's everyday needs. This includes range anxiety, which combines with a perception that there are not enough charge points in enough</p>	<p>We have reviewed our wording to ensure we are reflecting the perception of ZEV and electric vehicle charging infrastructure reliability as a barrier in the 'What are the challenges?' chapter.</p> <p>Within the delivery plan, Scheme TNE18a focusses on funding replacement or upgrading existing EV infrastructure. We seek</p>

	locations to support longer distance travel. Beyond this, there are concerns about the lifespan of the vehicles and their components.	funding for the schemes in the delivery plan.
Access and Accessibility	<p>Respondents raised concerns about their ability to access and easily use electric vehicle charging infrastructure, especially for those without the option for at home charging. This is not limited to the cost and location of charge points, but also includes concerns about the speeds available and the connectors available at provision, as well as the need for smartphones and different apps to use charge points operated by different operators. Issues were raised about the accessibility of provision and vehicles for those with mobility aids. Infrastructure taking up pavement space was seen as unacceptable for many.</p>	<p>Central government have approved new regulations around Electric Vehicle Chargepoints which will allow for more information to be accessible. We have added a section outlining the regulations and what they mean for the region.</p> <p>The strategy already highlights the critical importance of accessibility throughout. We have maintained this emphasis after the consultation and added a new section on Publicly Available Specification 1889 design standards, which aim to ensure that charge point infrastructure is designed and built accessibly.</p> <p>Inclusivity was built into the strategy from the planning phase, and the consultation helped to reinforce messaging in the strategy around accessibility, ensuring this remained at the forefront. Scheme (TNE49) in the delivery plan proposes the creation of a stakeholder forum specifically for disabled stakeholders to advise on accessibility needs for public chargepoint infrastructure.</p>
General Comments	<p>Some other general issues were highlighted during the consultation process.</p> <p>For example, some respondents disagreed with the language of the 'well informed people' component of the aims and approach.</p> <p>The potential for hydrogen and other alternatives to refuelling was</p>	<p>We have clarified that 'informed people' does not relate to people's knowledge of ZEVs, instead we want people to be well informed about regional infrastructure they could use.</p> <p>We have revisited and updated all figures and facts where possible post consultation.</p>

	seen as a better option by some respondents.	The strategy focusses on public electric vehicle infrastructure, however it also makes reference to the potential role for other zero emission vehicle fuel types in the future. Future refreshes may strengthen the reference to other zero emission vehicle vehicles and infrastructure as the zero emission vehicle fuelling field develops.
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Following endorsement from the North East Joint Transport Committee, the strategy will be published on the Transport North East website www.transportnortheast.gov.uk The strategy will be used to help shape the future of travel in the region, allowing us to make a strategic case for investment in our travel network.

North East Joint Transport Committee

Date: 19th December 2023
Subject: Transport Plan Progress Report
Report of: Managing Director, Transport North East

Executive Summary

This report provides an update on progress made across a number of Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving North East.'

After seven weeks of industrial action by Go North East bus drivers, drivers represented by the Unite Union voted to accept a new offer from the company and services resumed on 2nd December. The impact on the region's people and economy has been profound with approximately 5 million bus journeys lost during the strike.

More positively, new affordable adult day tickets have been launched using BSIP funding to complement the existing young people aged 21 and under. Unlimited travel by bus, Metro and Ferry is now available for adults across the entire region for £6.80. The region's Enhanced Bus Partnership won a number of awards at the UK Bus Awards in recognition of its innovative activities delivered in partnership.

More than two million extra journeys have been generated through Pop Pay As You Go (PAYG) on the Tyne and Wear Metro.

The number of TransPennine Express trains between Newcastle and Manchester has been reduced, and the journey time between Newcastle and Liverpool has increased by 22 minutes as part of a new timetable that is intended to reduce the number of short term cancellations.

A new East Coast Main Line timetable from December 2024 is under development. Members of the Joint Transport Committee discussed this at the last meeting and were clear that detrimental impacts to the region's connectivity are unacceptable, and that the government needs to invest in the capacity of the East Coast Main Line in our region. The Chair of the JTC has made the committee's position clear at Transport for the North meetings, in a meeting with the Rail Minister, and in various pieces of correspondence with the rail industry.

Adoption of Transport for the North's new Strategic Transport Plan has been deferred until March 2024 so that TfN can work with its partners to fully consider the implications of the government's Network North announcement.

The region's application to the Local Electric Vehicle Infrastructure (LEVI) capital fund was submitted on 30th November. The application follows an indicative £15.8m allocation and invitation to proceed to with stage 2 of the process.

The Government has announced that the North East will receive £6.449 million additional highways maintenance funding each year for both 2023-24 and 2024-25. An indicative minimum additional overall funding uplift of £433.938 million between 2023-24 and 2033-34 has also been announced.

Recommendations

The Joint Transport Committee is recommended to note the contents of this report.

1. Background Information

- 1.1 The North East Transport Plan sets out a vision of ‘moving to a green, healthy, dynamic and thriving North East’ through the delivery of transport improvements under seven policy areas. Recent developments in the transport field are discussed below, organised by policy area.

2. Public transport, travelling by bus, Metro, ferry and on demand public transport

2.1 Bus Travel

Go North East Industrial action – After seven weeks of industrial action by Go North East bus drivers, drivers represented by the Unite Union voted to accept a new offer from the company and services resumed on 2nd December.

The North East Joint Transport Committee welcomed the news, having made repeated calls during the industrial action for the operator to resolve the situation. Councillor Gannon issued a press release welcoming the end of the industrial action, encouraging the public to get back on board buses, but noting the severe impact this has had on communities and how it demonstrates the need to look at the structure of bus services in the region.

The impact across the region has been highly damaging. A slide appended to this report sets out an estimate of the impact. Headline statistics include:

- Around 5 million bus journeys were lost during the strike, around half of these couldn't be taken by other means.
- Approximately 750,000 journeys that couldn't be taken by elderly or disabled passengers.
- An estimated loss of £10m to the local economy.

ZEBRA 2 Bid – Transport North East have been working in collaboration with the region's main bus operators to prepare a bid for the Zero Emission Bus Regional Area (ZEBRA) 2 fund. The ZEBRA 2 scheme will provide £129 million across England to support the introduction of zero emission buses in financial years 2023 to 2024 and 2024 to 2025. Further details of the regional bid will be outlined in a future report.

Levelling Up Fund – Following positive subsidy control appraisal of the region's £19.5m, Levelling Up Fund programme, the region is now able to progress towards delivery of the programme. The programme is set to deliver 52 electric buses and 92 EV charging points to the region. A memorandum of understanding is due to be signed with the Department for Transport which will see the first capital payments made in January 2024. Thereafter orders for vehicles can be placed and infrastructure procured. Proportionate extensions to the programme have been agreed with DfT to account for the revised commencement date.

Bus Reform Options Report – Recently, the bus network in much of the region has been paralysed on account of industrial action affecting services operated by Go North East. Impact on the lives and businesses in the region reliant on these services have likely been profound, as many experienced [x] weeks without service illustrating just how important the bus network is in our region.

In the future mayoral combined authority, the cabinet and mayor will have access to powers which will afford them greater regulation over bus services and a project has commenced to examine the options available to them, which could potentially include bus franchising.

BSIP Fares – New affordable adult day tickets have been launched using BSIP funding to complement the existing £3 day ticket (and £1 single) offer for young people aged 21 and under. Unlimited travel by bus, Metro and Ferry is now available for adults across the entire region for £6.80. There are also local versions priced at £4 in Durham, £5 in Northumberland, and £6 in Tyne and Wear.

Bus Partnership Board – At the November meeting the board were given a programme update where two key risks were raised. These were the risk of significant underspend in this financial year due to delays in funding being received from the Department for Transport (DfT) and ongoing delivery challenges and the resource constraints in partner organisations including local authorities and bus operators. These risks are linked the amount of interventions we would like to deliver is putting pressure on already busy teams in local authorities. The ongoing bus driver shortage, which while not as severe as it was last year, is still impacting operators abilities to meet the service enhancements we would like to make.

Bus Awards – At the annual UK Bus Awards the North East Enhanced Partnership won the silver award for Marketing Campaign of the Year. We were particularly commended for our creative use of graphics and its application across social channels in particular TikTok to engage those who are 21 and under in the campaign.

In addition to this, the partnership between Arriva NE, Go NE, Nexus and Stagecoach NE won the Gold award for their efforts during the 2022 Great North Run in the Partnership for Excellence category.

Finally, the Care Experienced Travel pilot initiative rolled out by Arriva NE, Go NE Nexus and Stagecoach NE won the Silver award in the Bus and the Community category.

2.2 Metro

Pop Pay As You Go – More than two million extra journeys have been generated through Pop Pay As You Go (PAYG), which is available on smartcards and on Google Pay. The discounted single and day Metro fares offered through Pay As You Go have been increasing in popularity – with over 100,000 customers signed up, generating 2.2 million Metro trips this year.

Gosforth Metro Depot – The final stabling areas for the new Metro trains are in the final stages of completion as part of the £70m rebuild of Gosforth Depot. The old Metro depot buildings were demolished over the summer to make way for the new sidings, which will provide the required space to stable the new Stadler trains when they are not being used for service.

New Metro Fleet Testing – The latest round of testing has seen the new Metro trains prove they can take strain on a series of traction power tests over the network's curves and gradients. This test evaluates their horsepower to ensure they have the ability to tow one of the old trains; this is vital given that the transition to the new fleet will see both old and new trains in service simultaneously. These tests were the latest of 90,000 different checks being undertaken to get the first new train ready for customers.

3. Connectivity beyond our boundaries

3.1 Rail

East Coast Main Line (ECML) timetable – Work on a new ECML timetable has been ongoing for some time and we continue to await further information on whether the rail industry intends to change the timetable in 2024 and, if so, how that change will affect our region. Members of the Joint Transport Committee have been clear that they will not accept detrimental impacts to the region's connectivity.

The timetable has recently been discussed as part of the Transport for the North (TfN) Rail North Committee and further details will be shared once available.

Operational update – Works to repair damage to Plessey Viaduct, caused prior to Storm Babet, have been completed by Network Rail. The damage had been causing significant disruption to services north of Newcastle.

Industrial relations – The ASLEF Union has been taking part in a nine-day overtime ban which began on 1st December. The following day a series of rolling strikes by train drivers began, targeting different areas of the country on different days, with the aim to cause maximum disruption while each driver loses only one day's pay. Impacts in the North East included targeted industrial action on LNER services on 2 December. Members of the RMT Union have agreed to an improved pay offer, meaning they will not be involved in industrial action until Spring 2024 at the earliest.

TransPennine Express (TPE) – Train cancellations began on 9 December across TPE services in an effort to reduce short-notice cancellations. The number of trains between Newcastle and Manchester has been reduced, and the journey time between Newcastle and Liverpool has increased by 22 minutes. The cuts are expected to last a year and from December 2024 TPE expects "robust and reliable increases in services".

Transport for the North update – Transport for the North (TfN) had intended to bring their second Strategic Transport Plan (STP2) to their Board for adoption in December 2023.

However, on 4th October 2023, the Government announced the cancellation of Phase 2 of High Speed 2 (HS2), from Handsacre to Manchester, and a new government policy, Network North, was published.

It is necessary to assess the implications of the Network North policy on the draft STP2. To ensure adequate time for that assessment, and to reach an agreed position with the TfN Board, they have proposed that approval of the STP2 is deferred until March 2024.

4. Making the right travel choice

- 4.1 Local Electric Vehicle Infrastructure (LEVI) Capital Fund – The region's application to the LEVI capital fund was submitted on 30th November. The application follows an indicative £15.8m allocation and invitation to proceed to with stage 2 of the process.

Transport North East took a lead on the completion of the LEVI capital stage 2 application in conjunction with all seven local authorities and are collaborating with Northern PowerGrid to ensure there is sufficient network capacity at all proposed EV chargepoint locations.

The LEVI capital fund aims to improve the roll out and commercialisation of local electric vehicle charging infrastructure, focusing primarily on low power chargepoints in residential areas without access to off street parking.

We have identified over 1500 potential chargepoints in the application that cover a range of locations including deprived urban areas and remote rural locations..

- 4.2 ZEV Strategy – A 5-week public consultation for the North East Zero Emission Vehicle Strategy closed on 7 November. The strategy sets out how we believe that excellent infrastructure plus well informed people will lead to an increase in ZEVs. A separate paper will be presented to the JTC with further details from the consultation.

5. Private transport: travelling by car and using road infrastructure

- 5.1 Additional Highways Maintenance Funding – The government have announced that they have allocated additional highways maintenance funding over the period 2023 to 2024. They have also shared indicative allocations for the next 10 years for local road resurfacing and wider maintenance activity on the local highway network. The implications for the North East as a whole are:

- £6.449 million additional funding each year for both 2023-24 and 2024-25.
- An indicative minimum additional overall uplift of £433.938 million between 2023-24 and 2033-34.

- 5.2 Nissan Electric Vehicles – Nissan have committed to making three new electric vehicle models at its plant in Sunderland, bringing the total investment in the Sunderland area to £3 billion.

- 5.3 Tyne Bridge – Work is expected to begin on the first phase of structural repairs to the Tyne Bridge in early 2024, work will be focused on the Gateshead side of the bridge to begin.

Capacity on the Tyne Bridge will be halved, reducing to one lane of traffic in each direction. The public are being warned that major travel disruption is expected at this stage, and throughout the four-year programme. Newcastle City Council and Gateshead Council are advising people to plan ahead and make the switch to public transport and active travel, to use major trunk roads and alternative river crossings, or to use park and ride facilities where possible.

Walking and cycling routes around the bridge are being improved where possible to encourage more people to walk and cycle. Newcastle City Council is also providing additional safe and secure cycle storage.

6. Transport Usage Trends

- 6.1 Metro passenger numbers in October were estimated to be 113% of 2022 levels. Bus passenger numbers in October were estimated to be around 84% of 2022 levels. Bus passenger numbers may be affected by industrial action. Overall, through October 2023 traffic levels across Tyne and Wear were around 2% higher than October 2022 levels. The number of cyclists passing sensors at selected sites across the region was around the same level in October 2023 compared to October 2022.

7. Reasons for the Proposals

- 7.1 This report is for information purposes.

8. Alternative Options Available

- 8.1 Not applicable to this report.

9. Next Steps and Timetable for Implementation

- 9.1 Next steps are set out under the respective items, where applicable.

10. Potential Impact on Objectives

- 10.1 Successful delivery of the various transport schemes and investment proposals outlined in this document will assist the JTC in delivering its objective to maximise the region's opportunities and economic potential.

11. Financial and Other Resources Implications

- 11.1 The report provides an update and overview of progress against the seven Delivery Plan categories in implementing the objectives of the North East Transport Plan and achieving the vision of 'moving to a green, healthy, dynamic and thriving north-east.'
- 11.2 The North East Transport Plan includes proposed / required investment totalling £7 billion to achieve the aims and ambitions of the JTC, the majority of which is dependent on future funding decisions by central government. The financial and other resource implications aligned to the plan were agreed as part of the

Transport Budget and Levies 2021/22 report to the JTC on 19 January 2021 and in subsequent reports to augment and amend the budget as appropriate.

12. Legal Implications

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

13. Key Risks

13.1 Appropriate risk management arrangements are in place for each programme of work overseen by the delivery agencies responsible.

14. Equality and Diversity

14.1 Successful delivery of schemes to improve public transport, walking and cycling will help to address transport-related social exclusion.

15. Crime and Disorder

15.1 There are no specific crime and disorder implications associated with this report.

16. Consultation/Engagement

16.1 Many of the schemes and proposals outlined in this report have been, or will be, the subject of engagement with appropriate stakeholders or the wider public.

17. Other Impact of the Proposals

17.1 No specific impacts.

18. Appendices

18.1 None.

19. Background Papers

19.1 None.

20. Contact Officers

20.1 Tobyn Hughes, Managing Director, Transport North East

Tobyn.hughes@transportnortheast.org.uk

21. Sign off

- 21.1
- The Proper Officer for Transport:
 - Head of Paid Service:
 - Monitoring Officer:
 - Chief Finance Officer:

22. Glossary

22.1 All abbreviations or acronyms are spelled out in the report.

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