



Tees Valley Combined Authority Transport Committee
Agenda

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Date: Wednesday 13th October, at 2pm

Venue: Cavendish House, Teesdale Business Park, Stockton

Membership:

Cllr Heather Scott - Chair (Leader of Darlington Borough Council)

Councillor Cameron Stokell (Hartlepool Borough Council)

Councillor Andy Keir (Darlington Borough Council)

Councillor Eric Polano (Middlesbrough Council)

Councillor Mike Smith (Stockton Borough Council)

Councillor Julie Craig (Redcar and Cleveland Borough Council)

Matthew Ord (LEP Representative)

AGENDA

1. Apologies for Absence

2. Declarations of Interest

3. Minutes

The minutes of the meetings held on 7th December 2020 for approval.

4. Matters Arising

5. Appointment to the Transport for the North Scrutiny Committee

6. Transport Update

7. Any Other Business

8. Date and Time of Next Meeting: TBC

Tees Valley Combined Authority Declaration of Interests Procedures

1. The purpose of this note is to provide advice and guidance to all members (the Mayor, elected and co-opted members, substitute members and associate members) of the Combined Authority Cabinet, Sub-Committees and Local Enterprise Partnership Board, on the procedure for declaring interests. The procedure is set out in full in the [Combined Authority's Constitution](#) under the "Code of Conduct for Members" (Appendix 8).

Personal Interests

2. The Code of Conduct sets out in full, the principles on the general conduct of members in their capacity at the Combined Authority. As a general principle, members should act impartially and should not use their position at the Combined Authority to further their personal or private interests.
3. There are two types of personal interests covered by the constitution:
 - a. "disclosable pecuniary interests". In general, a disclosable pecuniary interest will involve any financial interests, such as paid employment or membership of a body, interests in contracts, or ownership of land or shares. Members have a pecuniary interest in a matter where there is a reasonable likelihood or expectation that the business to be considered will affect your well-being or financial position, or the well-being or financial position of the following persons:
 - i. a member of your family;
 - ii. any person with whom you have a close association;
 - iii. in relation to a) and b) above, their employer, any firm in which they are a partner, or a company of which they are a director;
 - iv. any person or body in whom persons described in a) and b) above have a beneficial interest in a class of securities exceeding the nominal value of £25,000; or
 - v. any body as described in paragraph 3 b) i) and ii) below.
 - b. Any other personal interests. You have a personal interest in any business of the Combined Authority where it relates to or is likely to affect:
 - i. any body of which you are a member (or in a position of general control or management) and to which you are appointed or nominated by the Combined Authority;
 - ii. any body which:
 - exercises functions of a public nature;
 - is directed to charitable purposes;
 - one of whose principle purposes includes influencing public opinion or policy (including any political party or trade union) of which you are a member (or in a position of general control or management).

Declarations of interest relating to the Councils' commercial role

4. The constituent councils of the Combined Authority are closely integrated with its governance and financial arrangements, and financial relationships between the Combined Authority and Councils do not in themselves create a conflict of interest for Council Leaders who are also Combined Authority Cabinet members. Nor is it a conflict

of interest if the Combined Authority supports activities within a particular council boundary. Nevertheless, there are specific circumstances where the Cabinet is considering entering into direct contractual arrangements with a council, for example in relation to a particular commercial investment project, or in which that council is a co-funder. In these circumstances a non-pecuniary declaration of interest should be made by the Council Leader or their substitute.

Procedures for Declaring Interests

5. In line with the Code of Conduct, members are required to adhere to the following procedures for declaring interests:

Register of Interests

6. Each member is required to complete a register of interests form with their personal interests, within 28 days of their appointment to the Combined Authority. Details of any personal interests registered will be published on the Combined Authority's website, with the full register available at the Combined Authority's offices for public inspection. The form will be updated on an annual basis but it is the responsibility of each member to notify the Monitoring Officer of any changes to the register throughout the year. Notification of a change must be made to the Monitoring Officer within 28 days of becoming aware of that change.

Declaration of Interests at Meetings

7. The Combined Authority will include a standing item at the start of each meeting for declaration of interests. Where members are aware that any of their personal interests are relevant to an item of business being considered at a meeting they are attending, they must declare that interest either during the standing item on the agenda, at the start of the consideration of the item of business, or when the interest becomes apparent, if later.
8. Where members consider that their interest could be considered by the public as so significant that it is likely to prejudice the members' judgement then they may not participate in any discussion and voting on the matter at the meeting, but may attend the meeting to make representations, answer questions or give evidence relating to the business, before it is discussed and voted upon.
9. If the interest is a disclosable pecuniary interest (as summarised in paragraph 3a) then the member must leave the meeting room during discussion and voting on the item of business, but may make representations, give evidence and answer questions before leaving the meeting room. Failure to comply with the requirements in relation to disclosable pecuniary interests is a criminal offence.

Sensitive Information

10. Members can seek the advice of the monitoring officer if they consider that the disclosure of their personal interests contains sensitive information.

Tees Valley Transport Committee Meeting took place using Teams 7th December, 2020

These Minutes are in draft form until approved at the next Transport Committee meeting and are therefore subject to amendments.

Attendees

Members

Councillor Heather Scott - Chair (Leader of Darlington Borough Council)
Councillor Andy Keir (Darlington Borough Council)
Councillor Wayne Davies (Redcar & Cleveland Borough Council)
Councillor Mike Smith (Stockton Borough Council)

Apologies for Absence

Councillor Christopher Akers-Belcher (Hartlepool Borough Council)
Councillor Ashley Waters (Middlesbrough Council)
Jerry Hopkinson (LEP Board)

Officers

Tom Bryant – Tees Valley Combined Authority
Dave Winstanley – Darlington Borough Council
Kieran Bostock – Hartlepool Borough Council
Craig Cowley – Middlesbrough Council
Simon Houldsworth – Redcar & Cleveland Borough Council
Andy Corcoran – Stockton Borough Council
Alan Weston – Tees Valley Combined Authority
Sally Henry – Tees Valley Combined Authority

APOLOGIES FOR ABSENCE

As noted.

DECLARATIONS OF INTEREST

None

MINUTES OF MEETING HELD ON 18TH DECEMBER 2019

The minutes of the meeting held on 27th July 2020 were agreed as a true record.

MATTERS ARISING

There were no matters arising.

APPOINTMENT OF VICE CHAIR

It was noted that 2 members of the Transport Committee were not in attendance and also that a further meeting of the Transport Committee will not be scheduled before the elections in May so it was agreed that a vice chair would not be elected.

RESOLVED THAT:-

- A Vice Chair will not be elected for the Transport Committee for this municipal year.

STRATEGIC TRANSPORT PLAN UPDATE

Tom Bryant & Alan Weston provided the Transport Committee with a presentation which detailed progress on the Strategic Transport Plan.

The presentation provided updates on:-

Road

- New A19 Tees Crossing;
- A689 Corridor improvements scheme – the committee were advised that there is a consultation on the TVCA website;
- Darlington Northern Link Road – the committee were advised that there is a consultation on the TVCA website;
- Elwick A19;
- Future pipeline of highway improvements;
- Strategic maintenance schemes;
- Teesworks site transport study.

Bus

- Bus Partnership – the committee were advised that the governance structure is in place and that the groups have started to meet and progress the workstreams;
- Bus corridor improvements – the committee were advised that development work is underway to prioritise a Phase 1 investment package;
- Tees Flex - passenger numbers have continued to grow and feedback has been very positive;
- Passenger numbers and financial sustainability – there has been short-term financial support from Government through the Covid Bus Service Support Grant but it is not known how long this will continue;
- Concessionary fares – TVCA, in agreement with the Local Authorities, has been reimbursing at pre-covid levels. Discussions are on-going regarding the 2021/22 position.
- Home to school/college funding - TVCA were allocated £517,308 for the first half of the autumn term and a further £597,308 allocated for the second half of the term;
- Other funding streams – included £207,560 from the Supported Bus Fund and £100k from the Local Authority Covid-19 Bus Service Support Grant.

Cllr Davies commented that Tees Flex has been received very positively in East Cleveland, however, he would like to see it promoted further particularly amongst the elderly. Tom Bryant advised that a communications plan is in place, but Covid has made it difficult to actively promote the service. He agreed to reflect these comments in future communications activity.

Cllr Davies welcomed the grants from the DfT for additional bus routes, but queried what would happen when the funding runs out. Tom Bryant advised that the bus partnership provides an opportunity to explore opportunities.

Cycling & Walking

A Local Cycling and Walking Infrastructure Plan has been developed and there is a programme of 5 phase one schemes currently in development – one in each Local Authority area.

Rail

- Darlington – funding has been secured to progress to Full Business Case. The submission to DfT is expected by Autumn 2021;
- Middlesbrough – full funding package secured and start on site programmed for Jan 2021;
- Hartlepool – feasibility work has commenced and funding needs to be secured for delivery phase;
- W12 Gauge – funding has been secured to progress the project to Full Business Case;
- Teesside International Airport – feasibility work for station redevelopment has commenced;
- Eaglescliffe – work is at an advanced stage for footbridge replacement and new western access;
- Billingham – preferred option has been selected and feasibility work is at an advanced stage;

- Delivery of improved local passenger rail services - there is limited potential to improve connectivity across Tees Valley until after the completion of the capacity improvements at Darlington. Delays to the introduction of some new services and new trains due to COVID-19. Continuing to lobby through Transport for the North & DfT;
- Delivery of improved national rail services - requirements for Northern Powerhouse Rail / HS2 are being integrated with Darlington Station project development. Middlesbrough Station project will facilitate improved national links
- Delivery of further infrastructure improvement - Working closely with Network Rail to support further rail infrastructure investment to address outstanding capacity constraints.
- Delivery of improved facilities for passengers - Station assessment work being carried out to develop a station improvement investment package to enhance the passenger experience and integrate travel between train, bus, cycling or walking.
- Delivery of improved freight infrastructure - Network Rail is at an early stage of looking at W12 Gauge Clearance northbound (Bowesfield to Ferryhill / Stillington Branch).

Cllr Davies requested a commitment from Tees Valley Combined Authority that it will look at investing in the East Cleveland rail project. Tom Bryant advised that the project is still at the concept stage and that there is a lot of work still to be done to develop the scheme to the point at which an investment decision could be sought. The project is not currently a priority in the Strategic Transport Plan and to develop the various business cases required would need significant investment.

Cllr Davies queried whether it is still a priority to bring the TransPennine Express (TPE) service into Saltburn and if so, what is the expected cost. Tom Bryant advised that this is still very much a priority for the Combined Authority, and it will seek to influence the decision-making process to ensure the case is made. He confirmed that it would require another train to deliver the service. Post-meeting note: TPE has confirmed that under the current operation, the additional operational cost would be over £10m.

Cllr Scott advised that as the East Cleveland project is not in the current Integrated Transport Programme, then the Committee cannot provide a commitment of support.

Decarbonisation & Technology.

- Urban Traffic Management & Control System – a phased system upgrade is being implemented;
- Electric vehicles – working with Energy Saving Trust and Local Authorities to appoint an investor/delivery partner to roll out EV infrastructure. A provider will be procured across the Tees Valley to ensure a coherent approach across the whole geography.

Cllr Keir queried the timeframe associated with the electric vehicle work. He was advised that it is intended to go out to procurement in early 2021 and the Combined Authority has been working closely with all the Local Authorities to discuss what the network might look like.

- Hydrogen - Tees Valley is to be the first hydrogen transport hub in the country. A masterplan has been commissioned and it will focus on the development of multi-modal operational trials, alongside the production, storage and distribution of green hydrogen.
- E-Scooters - Tees Valley was the first area in the country to launch e-scooters. There has been good user take up to date.

Social Opportunity

- Wheels to Work – pilot scheme has worked successfully. Cabinet recently agreed for the scheme to be extended for 3 years. Procurement will start shortly to appoint a provider. This is part of TVCA's support package to allow people to access employment.

Investment

The Integrated Transport Programme Budget 2019/20 – 2028/29 was presented.

RESOLVED THAT:-

- The details of the presentation be noted;
- The presentation be circulated to members after the meeting.

Cllr Scott wished everyone a Merry Christmas.

DATE OF NEXT MEETING

It was agreed to schedule the next meeting of the Transport Committee after the elections.

AGENDA ITEM 6**REPORT TO THE TEES VALLEY
TRANSPORT COMMITTEE****13 OCTOBER 2021****REPORT OF THE
HEAD OF TRANSPORT****TRANSPORT UPDATE****SUMMARY**

This report provides a progress update on the Strategic Transport Plan and transport investment programme.

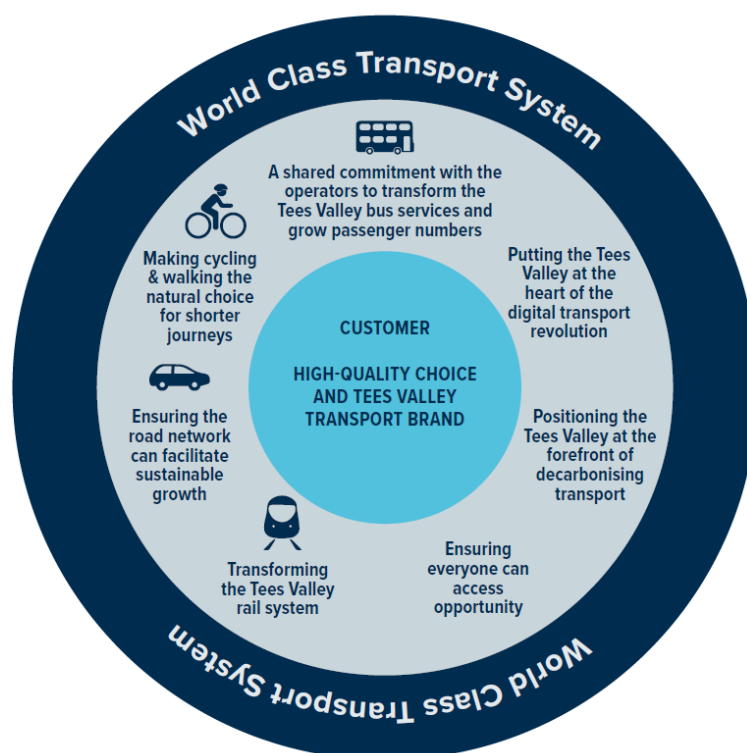
RECOMMENDATIONS

It is recommended that the Committee note the details of this report.

DETAIL**Progress update**

1. The Tees Valley Strategic Transport Plan (STP) 2020 – 2030 sets out how Tees Valley Combined Authority (TVCA) will deliver a world-class transport system and provides the framework for transport investment. This is critical to ensure that:
 - everyone, no matter where they live in the Tees Valley, is connected to opportunity; and
 - existing business can grow, and the Tees Valley is able to continue attracting new businesses and inward investment.

2. The investment programme has the customer at its core and will provide high quality choice across a range of modes. This is something that is commonplace in many combined authority areas, but not yet the Tees Valley. There are seven investment packages, all of which are interrelated and are the building blocks of a world-class integrated transport system. The programme will be brought together under an overarching Tees Valley transport brand that will ensure a single source of accurate and consistent information provision to enable customers to make informed decisions (see diagram overleaf).



3. This table below provides a summary of each investment package and progress update.

Package	Description	Progress
<i>Making cycling & walking the natural choice for shorter journeys</i>	<p>TVCA has an approved Local Cycling and Walking Infrastructure Plan (LCWIP) setting out a long-term approach to developing a comprehensive Tees Valley cycling and walking network. The LCWIP is entirely consistent with the national ambition and has received positive feedback from Government. The plan is underpinned by analysis, which identifies the priorities for investment, with a focus on those corridors where there is the greatest potential to encourage people to walk or cycle to work, school or to access essential services.</p> <p>The package will be complemented by a programme of activity to encourage cycling and walking, including personalised advice, training, better information and positive incentive programmes.</p>	<p>Delivery of the phase 1 investment package has been split into phases 1a and 1b. Phase 1a includes the two most-advanced schemes (Linthorpe Road in Middlesbrough and Woodland Road in Darlington), which are due to start on site in Q4 2021/22, with completion by summer 2022.</p> <p>Phase 1b includes the other three schemes (A689 in Hartlepool, Norton Road in Stockton and Guisborough to Nunthorpe in Redcar & Cleveland). These schemes are progressing through outline design, consultation and detailed design and are on programme for completion by March 2023.</p> <p>The phase 2 investment package is also being developed to ensure a strong pipeline of schemes.</p> <p>The A689 pedestrian and cycling improvements, include:</p> <ul style="list-style-type: none"> a new pedestrian and cyclist bridge over the A689 to connect Wynyard Park and Village, with the delivery programme currently being finalised; and

		<ul style="list-style-type: none"> • signalisation, incorporating pedestrian connectivity, on the A689 Meadows roundabout, which is now complete.
<p>Transforming the Tees Valley rail system</p>	<p>The aspiration is for a modern ‘metro style’ passenger rail system, whilst also enabling more rail freight.</p> <p>The major improvements at Darlington and Middlesbrough Stations represent the first phase of transforming the rail network. The remaining package is focused on two key elements:</p> <ul style="list-style-type: none"> • Interventions to address capacity constraints identified through comprehensive analysis undertaken by Network Rail. The constraints currently prevent a minimum 30-minute passenger service at every station and freight growth. • A package of enhancements to all our 24 stations to improve the passenger experience and interchange with bus, cycling and walking. <p>The recently published Williams-Shapps Plan, to be followed by the Levelling Up White Paper later this year, proposes a greater role for elected mayors and combined authorities in rail matters affecting their areas, which should increase the influence of TVCA over future rail services.</p>	<p>Darlington Station Outline Business Case (OBC) submitted to Government and £8.7m of funding secured to develop detailed design and Full Business Case (FBC). Planning applications for the station gateways were submitted to Darlington Borough Council in June 2021 and progress is being made on acquiring the land needed to deliver the scheme. There is a need to secure the remaining funding for delivery from the Department for Transport (DfT) in summer 2022, with construction due to commence soon after and the project completing by May 2024.</p> <p>Middlesbrough Station funding package has been secured through contributions from TVCA, DfT and the Getting Building Fund. Phase 1 of the project, the extension of platform 2, started on site in December 2020 and completed in May 2021. Development work has progressed on the other phases of the project, including redevelopment of the station undercroft and the new platform 3. Redevelopment of the undercroft is due to start on site in December 2021 with completion by December 2022. The new platform 3 is due to start on site in early 2022 with completion by December 2022.</p> <p>The rail freight capacity improvements project formed part of the TVCA bid into the Levelling Up Fund. The current gauge clearance on the most direct rail line that connects Tees Valley to the East Coast Main Line (ECML) restricts the height and width of freight trains. This means that freight trains with large containers from the Teesside Freeport heading south must use a longer and less efficient route via Darlington Station. This project will enhance the gauge clearance to enable more freight to be moved efficiently by rail and facilitate the projected growth in freight volumes through the Freeport. A decision on the bid is expected in the autumn.</p> <p>The Billingham Station project will replace the life-expired footbridge with a new bridge and install lifts to/from the platform, alongside car park and access improvements. The project is due to start on site in early 2022 with completion late in 2022.</p> <p>The Hartlepool Station project will see the reinstatement of a second through platform to improve capacity and resilience on the Durham</p>

		<p>Coast Line facilitating future growth in services. The project is also seeking to provide a second access to the station linking to the marina. To date, Cabinet has only approved development funding to complete the detailed design and an FBC.</p> <p>The Eaglescliffe Station project will provide a new fully accessible pedestrian footbridge. This includes a new connection to the western side and replacement of the existing bridge to the eastern side. The project also includes a new 120 space car park and other highway access improvements on the western side. The programme has a start on site in early 2022 with completion in 2023.</p> <p>Teesside International Airport Station is only served by 1 train per week. However, due to rail capacity constraints it is proving difficult to identify opportunities for service enhancement until after completion of the Darlington Station project in 2024. Work is underway to develop a scheme to upgrade the station, which could facilitate a future increase in services.</p> <p>The proposed changes to the East Coast Main Line (ECML) May 2022 timetable have been postponed until at least 2023. This follows a joint response from TVCA and all local authorities making it clear that the proposed reduction in services, particularly at Darlington, was not considered acceptable. The postponement of the ECML timetable does not affect the LNER Middlesbrough to London service, which is still scheduled to commence in December 2021. It is also understood that the proposed extension of the TransPennine Express service from Manchester Airport to Saltburn will still commence from May 2022.</p>
<p><i>A shared commitment with the operators to transform Tees Valley bus services and grow passenger numbers</i></p>	<p>TVCA and the regional bus operators have a history of collaborative working.</p> <p>The National Bus Strategy, published in March 2021, sets out several requirements that must be met to be eligible for potential future funding to support bus provision:</p> <ul style="list-style-type: none"> • submit a Bus Service Improvement Plan (BSIP) by 31 October 2021. The BSIP should set out a vision for delivering a step-change in bus services; 	<p>TVCA is working with the bus operators and local authorities to develop the BSIP and a public consultation has been undertaken to help inform the ambitions, which are:</p> <ul style="list-style-type: none"> • decarbonisation – one of the first regions in the UK to have an entirely zero emission local bus fleet; • fares – simpler fares and targeted promotions to drive passenger growth; • customer experience – putting the needs of customers at the heart of service delivery and improving information provision with one brand identity; • infrastructure – new infrastructure investment to prioritise bus on core

	<ul style="list-style-type: none"> implement an Enhanced Partnership (EP) Scheme by 31 March 2022. The EP plan must contain the detail of how the high-level vision and key interventions set out in the BSIP will be delivered. 	<p>corridors and improve passenger experience; and</p> <ul style="list-style-type: none"> network – a collaborative approach focused on core corridors and integration with the Tees Flex on-demand bus service. <p>TVCA has funding to deliver the phase 1 investment package on the infrastructure priority, which is focussing initially on the following corridors:</p> <ul style="list-style-type: none"> Redcar to Middlesbrough (mainly used by number 63 service); Middlesbrough to Hartlepool via Stockton (mainly used by number 36 service); and Branksome to Red Hall, Darlington (mainly used by number 2 service) <p>These corridors have been prioritised in phase 1 because of overlap with the Key Route Network and cycling and walking packages, and the need to ensure a joined-up approach.</p> <p>The remaining BSIP ambitions will need to be funded by the potential funding allocation from Government, which is dependent on the strength and ambition of the document. It is anticipated that there will be a funding allocation to TVCA from 1 April 2022.</p>
<p>Positioning the Tees Valley at the forefront of decarbonising transport</p>	<p>TVCA is working alongside the DfT to secure funding to deliver hydrogen refuelling infrastructure, long-term trials and research activity through the hydrogen transport hub.</p> <p>TVCA is also committed to delivering a step-change in the provision of electric vehicle charging infrastructure, which is one of the main deterrents for people considering a transition to electric vehicles. The DfT states that around 80% of all electric car charging happens at home, but for drivers who do not have off-street parking, access to charging points is essential.</p> <p>TVCA would also like to facilitate:</p> <ul style="list-style-type: none"> electric micro-mobility (range of small, lightweight vehicles) making cleaner modes of transport more accessible for all; 	<p>The DfT recently announced the winners of a £2.5m competition to carry out hydrogen transport pilots in the Tees Valley area starting in 2021/22. The successful trials involve Teesside International Airport, emergency services, supermarkets and delivery companies.</p> <p>The TVCA Expression of Interest for a hydrogen bus trial through the Zero Emission Bus Regional Areas (ZEBRA) Scheme has been shortlisted to progress to the business case development stage. The final business case must be submitted by 31st January 2022.</p> <p>TVCA has appointed a supplier to install, operate and maintain a network of electric vehicle charging points across Tees Valley. The initial roll-out will focus on publicly accessible car parks with installation scheduled to commence in 2021.</p> <p>The e-scooter trials continue in Middlesbrough and Hartlepool with strong usage figures (4,028 rides in Middlesbrough & 4,184 rides in Hartlepool across June, July & August 2021). The trial will run until March 2022, after which TVCA will be</p>

	<ul style="list-style-type: none"> • the uptake of electric vehicles for last mile urban freight delivery; • the decarbonisation of public sector fleets; and • support for business to decarbonise their fleets. 	<p>able to run a pilot scheme whilst the Government seek to amend primary legislation.</p>
<p><i>Ensuring the Key Route Network can facilitate sustainable growth</i></p>	<p>The Key Route Network (KRN) is made up of the most important roads for growth and productivity. The KRN accounts for 22% of the total road network in the Tees Valley.</p> <p>There are specific locations that are already at capacity or are forecast to be over capacity by 2025. The consequence of taking no action will be a significant increase in congestion, which will negatively impact upon journey times, reliability and air quality, and threaten the economic transformation of the region.</p> <p>There is a need to deliver a programme of targeted improvements to address these capacity issues and improve the efficiency of the current network.</p>	<p>A19 New Tees Crossing OBC submitted to Government. They have requested additional evidence to further emphasise the importance of the scheme to wider priorities, specifically Teesworks and the Freeport. A decision is needed from Government to commit to the development of an FBC for the scheme, which National Highways would complete.</p> <p>A689 Corridor improvements OBC submitted to Government. The package consists of junction improvements along the corridor to address congestion and cycleway/footway improvements to create a traffic-free shared use route on the corridor from Sedgefield to Hartlepool. The total scheme cost is £40,782,820 with a £6,411,222 TVCA local contribution. A decision is needed from Government to commit to the development of an FBC for the scheme.</p> <p>A66 maintenance project included in the TVCA bid to the Levelling Up Fund given the strategic importance of the route. The project will deliver critically important highway maintenance interventions to improve resilience on the route.</p> <p>An OBC has been developed for Darlington Northern Link Road. However, the DfT has indicated that they are not currently able to consider making a financial commitment to the scheme. There may be a future opportunity to develop a funding package with contributions from across Government and this continues to be explored.</p> <p>Scheme to provide a grade separated junction, Elwick bypass and new Hartlepool western link is being progressed by Hartlepool Borough Council. National Highways is supportive and there is on-going work to acquire the necessary land.</p>
<p><i>Putting Tees Valley at the heart of the digital transport revolution</i></p>	<p>TVCA is seeking to deliver a wide-ranging package of digital infrastructure and services to accelerate our ambition for a digitally enabled transport system across the region. The package includes:</p>	<p>A project is underway to enhance the capability of the Tees Valley UTMC system. The system can link different applications, including traffic signals, variable message signs, car parks and air quality monitoring stations, to better manage the road network. This can have a range of positive impacts including:</p>

	<ul style="list-style-type: none"> managing and optimising our network using the Urban Traffic Management & Control (UTMC) system; interventions to encourage, support and incentivise people to use active travel and public transport; and interventions to collate and provide data on multi-modal journeys, real time movement and occupancy data to enable customers to make informed travel choices. 	<ul style="list-style-type: none"> prioritising buses at traffic signals; air quality monitoring; real-time public transport & traffic information; incident detection; and variable message signs providing route diversions and car parking information.
<p>Ensuring everyone can access opportunity</p>	<p>There are circa 36,000 people who live in rural areas across the Tees Valley that are not served by the commercial bus market. There are also deprived urban communities where accessibility is a challenge and there is a need to improve connectivity to jobs, training and essential services.</p>	<p>The Tees Flex service continues to perform well and the 4-week period from 25/07/21 – 21/08/21 was the busiest since the service launched with 5,816 completed rides. Customer feedback remains very high and publicity activity is on-going to promote further take-up of the service. Unlike more standard bus services, where older concessionary pass holders tend to make-up a significant proportion of passengers, Tees Flex is attracting a different demographic. In the same 4-week period 67% of passengers were fare paying adults and around 20% were under 19.</p> <p>A provider has now been appointed to deliver the Tees Valley Wheels 2 Work scheme through to 2024. The scheme provides a subsidised transport solution for those with no access to a private vehicle or public transport. The fleet is now all electric and includes electric motorbikes and electric bikes. The scheme takes referrals from Job Centre Plus and the Let's Go Tees Valley travel advice team and will also be widely publicised to raise awareness.</p>

Measuring impact

- The logic model below clearly articulates the causal link between the respective inputs, outputs, outcomes and ultimate impact. It will be used to monitor and evaluate the impact of the programme.

Transport Need	Transformative Activities (Inputs)	Outputs (Monitor)	Outcomes (Monitor & Evaluate)	Impacts (Evaluate)
Driving growth and productivity through infrastructure investment	<ul style="list-style-type: none"> Transforming the Tees Valley rail system Putting the Tees Valley at the heart of the digital transport revolution Ensuring the road network can facilitate growth A shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers 	<p>CYCLING AND WALKING</p> <ul style="list-style-type: none"> Km of new dedicated infrastructure No. of people with access to a dedicated route No. of campaigns Reach of campaigns No. of people receiving cycle training No. of people receiving personalised travel planning support <p>RAIL</p> <ul style="list-style-type: none"> No. of capacity constraints addressed No. of stations with improved access No. of stations with improved facilities Km of route W12 gauge cleared <p>BUS</p> <ul style="list-style-type: none"> No. of reliability / improvement schemes delivered Improvements delivered through bus partnership <p>DECARBONISING TRANSPORT</p> <ul style="list-style-type: none"> No. of hydrogen trial projects Scale of hydrogen trial projects No. of EV charging points <p>ROAD</p> <ul style="list-style-type: none"> No. of road corridors improved No. of capacity constraint schemes delivered <p>DIGITAL</p> <ul style="list-style-type: none"> No. of innovative smart solutions Development of travel information products No. of UTMIC applications <p>ACCESSING OPPORTUNITY</p> <ul style="list-style-type: none"> No. of Tees Flex users No. of Wheels 2 Work users Customer satisfaction Social Value impact from projects 	<ul style="list-style-type: none"> Increased regular use of walking/cycling by the Tees Valley population Satisfaction with the availability and quality of cycling infrastructure Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured Delivery of cycle training – number of individuals trained per year An increase in the number of passengers boarding and alighting at rail stations in the Tees Valley Increase in rail freight tonnages to/from the Tees Valley To return passenger boarding on local bus services in the Tees Valley to pre-pandemic levels and then increase by the end of the first BSIP period (2026) To increase passenger boardings on the Tees Flex on-demand bus service Reduction in CO2 emissions from transport Mode shift from private transport to public transport/active travel by 2027 Accelerate local bus fleet decarbonisation to achieve a zero carbon fleet by 2030 Increase the number of publicly accessible electric vehicle charging points from a baseline 2021 to target level by 2030 Increase in hydrogen vehicle trial activity and demand in line with the hydrogen transport hub masterplan Road outcome based measures will be used including: improved journey times; reduction in journey time variability; improved road traffic speeds; and reduction in delays Ensure mobility information is available to customers and businesses through tailored digital services that meet their needs. More efficient management of our network and its assets through wide application of our UTMIC system. Increase the number of the Tees Valley residents within 60 minutes travel time by bus or rail to a significant employment opportunity from a 2021 baseline to a target level by 2026 Increase the number of the Tees Valley residents within 30 minutes travel time by bus or rail to a main urban centre from a 2021 baseline to a target level by 2026 	<p>GVA/ Output gap</p> <p>Future Growth in Revenue for Treasury</p> <p>Jobs</p> <p>Levelling up Communities</p> <p>Reduction in Carbon Emissions</p>
Levelling up services towards the standards of the best	<ul style="list-style-type: none"> Transforming the Tees Valley rail system Ensuring everyone can access opportunity Putting the Tees Valley at the heart of the digital transport revolution Making cycling and walking the natural choice for shorter journeys A shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers 	<p>RAIL</p> <ul style="list-style-type: none"> No. of capacity constraints addressed No. of stations with improved access No. of stations with improved facilities Km of route W12 gauge cleared <p>BUS</p> <ul style="list-style-type: none"> No. of reliability / improvement schemes delivered Improvements delivered through bus partnership <p>DECARBONISING TRANSPORT</p> <ul style="list-style-type: none"> No. of hydrogen trial projects Scale of hydrogen trial projects No. of EV charging points <p>ROAD</p> <ul style="list-style-type: none"> No. of road corridors improved No. of capacity constraint schemes delivered <p>DIGITAL</p> <ul style="list-style-type: none"> No. of innovative smart solutions Development of travel information products No. of UTMIC applications <p>ACCESSING OPPORTUNITY</p> <ul style="list-style-type: none"> No. of Tees Flex users No. of Wheels 2 Work users Customer satisfaction Social Value impact from projects 	<ul style="list-style-type: none"> Increased regular use of walking/cycling by the Tees Valley population Satisfaction with the availability and quality of cycling infrastructure Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured Delivery of cycle training – number of individuals trained per year An increase in the number of passengers boarding and alighting at rail stations in the Tees Valley Increase in rail freight tonnages to/from the Tees Valley To return passenger boarding on local bus services in the Tees Valley to pre-pandemic levels and then increase by the end of the first BSIP period (2026) To increase passenger boardings on the Tees Flex on-demand bus service Reduction in CO2 emissions from transport Mode shift from private transport to public transport/active travel by 2027 Accelerate local bus fleet decarbonisation to achieve a zero carbon fleet by 2030 Increase the number of publicly accessible electric vehicle charging points from a baseline 2021 to target level by 2030 Increase in hydrogen vehicle trial activity and demand in line with the hydrogen transport hub masterplan Road outcome based measures will be used including: improved journey times; reduction in journey time variability; improved road traffic speeds; and reduction in delays Ensure mobility information is available to customers and businesses through tailored digital services that meet their needs. More efficient management of our network and its assets through wide application of our UTMIC system. Increase the number of the Tees Valley residents within 60 minutes travel time by bus or rail to a significant employment opportunity from a 2021 baseline to a target level by 2026 Increase the number of the Tees Valley residents within 30 minutes travel time by bus or rail to a main urban centre from a 2021 baseline to a target level by 2026 	<p>GVA/ Output gap</p> <p>Future Growth in Revenue for Treasury</p> <p>Jobs</p> <p>Levelling up Communities</p> <p>Reduction in Carbon Emissions</p>
Decarbonising transport, especially promoting modal shift	<ul style="list-style-type: none"> Positioning Tees Valley at the forefront of decarbonising transport A shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers Transforming the Tees Valley rail system Ensuring everyone can access opportunity Making cycling and walking the natural choice for shorter journeys 	<p>RAIL</p> <ul style="list-style-type: none"> No. of capacity constraints addressed No. of stations with improved access No. of stations with improved facilities Km of route W12 gauge cleared <p>BUS</p> <ul style="list-style-type: none"> No. of reliability / improvement schemes delivered Improvements delivered through bus partnership <p>DECARBONISING TRANSPORT</p> <ul style="list-style-type: none"> No. of hydrogen trial projects Scale of hydrogen trial projects No. of EV charging points <p>ROAD</p> <ul style="list-style-type: none"> No. of road corridors improved No. of capacity constraint schemes delivered <p>DIGITAL</p> <ul style="list-style-type: none"> No. of innovative smart solutions Development of travel information products No. of UTMIC applications <p>ACCESSING OPPORTUNITY</p> <ul style="list-style-type: none"> No. of Tees Flex users No. of Wheels 2 Work users Customer satisfaction Social Value impact from projects 	<ul style="list-style-type: none"> Increased regular use of walking/cycling by the Tees Valley population Satisfaction with the availability and quality of cycling infrastructure Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured Delivery of cycle training – number of individuals trained per year An increase in the number of passengers boarding and alighting at rail stations in the Tees Valley Increase in rail freight tonnages to/from the Tees Valley To return passenger boarding on local bus services in the Tees Valley to pre-pandemic levels and then increase by the end of the first BSIP period (2026) To increase passenger boardings on the Tees Flex on-demand bus service Reduction in CO2 emissions from transport Mode shift from private transport to public transport/active travel by 2027 Accelerate local bus fleet decarbonisation to achieve a zero carbon fleet by 2030 Increase the number of publicly accessible electric vehicle charging points from a baseline 2021 to target level by 2030 Increase in hydrogen vehicle trial activity and demand in line with the hydrogen transport hub masterplan Road outcome based measures will be used including: improved journey times; reduction in journey time variability; improved road traffic speeds; and reduction in delays Ensure mobility information is available to customers and businesses through tailored digital services that meet their needs. More efficient management of our network and its assets through wide application of our UTMIC system. Increase the number of the Tees Valley residents within 60 minutes travel time by bus or rail to a significant employment opportunity from a 2021 baseline to a target level by 2026 Increase the number of the Tees Valley residents within 30 minutes travel time by bus or rail to a main urban centre from a 2021 baseline to a target level by 2026 	<p>GVA/ Output gap</p> <p>Future Growth in Revenue for Treasury</p> <p>Jobs</p> <p>Levelling up Communities</p> <p>Reduction in Carbon Emissions</p>
Encouraging modal shift for logistics	<ul style="list-style-type: none"> Positioning Tees Valley at the forefront of decarbonising transport A shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers 	<p>RAIL</p> <ul style="list-style-type: none"> No. of capacity constraints addressed No. of stations with improved access No. of stations with improved facilities Km of route W12 gauge cleared <p>BUS</p> <ul style="list-style-type: none"> No. of reliability / improvement schemes delivered Improvements delivered through bus partnership <p>DECARBONISING TRANSPORT</p> <ul style="list-style-type: none"> No. of hydrogen trial projects Scale of hydrogen trial projects No. of EV charging points <p>ROAD</p> <ul style="list-style-type: none"> No. of road corridors improved No. of capacity constraint schemes delivered <p>DIGITAL</p> <ul style="list-style-type: none"> No. of innovative smart solutions Development of travel information products No. of UTMIC applications <p>ACCESSING OPPORTUNITY</p> <ul style="list-style-type: none"> No. of Tees Flex users No. of Wheels 2 Work users Customer satisfaction Social Value impact from projects 	<ul style="list-style-type: none"> Increased regular use of walking/cycling by the Tees Valley population Satisfaction with the availability and quality of cycling infrastructure Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured Delivery of cycle training – number of individuals trained per year An increase in the number of passengers boarding and alighting at rail stations in the Tees Valley Increase in rail freight tonnages to/from the Tees Valley To return passenger boarding on local bus services in the Tees Valley to pre-pandemic levels and then increase by the end of the first BSIP period (2026) To increase passenger boardings on the Tees Flex on-demand bus service Reduction in CO2 emissions from transport Mode shift from private transport to public transport/active travel by 2027 Accelerate local bus fleet decarbonisation to achieve a zero carbon fleet by 2030 Increase the number of publicly accessible electric vehicle charging points from a baseline 2021 to target level by 2030 Increase in hydrogen vehicle trial activity and demand in line with the hydrogen transport hub masterplan Road outcome based measures will be used including: improved journey times; reduction in journey time variability; improved road traffic speeds; and reduction in delays Ensure mobility information is available to customers and businesses through tailored digital services that meet their needs. More efficient management of our network and its assets through wide application of our UTMIC system. Increase the number of the Tees Valley residents within 60 minutes travel time by bus or rail to a significant employment opportunity from a 2021 baseline to a target level by 2026 Increase the number of the Tees Valley residents within 30 minutes travel time by bus or rail to a main urban centre from a 2021 baseline to a target level by 2026 	<p>GVA/ Output gap</p> <p>Future Growth in Revenue for Treasury</p> <p>Jobs</p> <p>Levelling up Communities</p> <p>Reduction in Carbon Emissions</p>
Encouraging modal shift for passenger journeys	<ul style="list-style-type: none"> Positioning Tees Valley at the forefront of decarbonising transport A shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers Transforming the Tees Valley rail system Ensuring everyone can access opportunity Making cycling and walking the natural choice for shorter journeys 	<p>RAIL</p> <ul style="list-style-type: none"> No. of capacity constraints addressed No. of stations with improved access No. of stations with improved facilities Km of route W12 gauge cleared <p>BUS</p> <ul style="list-style-type: none"> No. of reliability / improvement schemes delivered Improvements delivered through bus partnership <p>DECARBONISING TRANSPORT</p> <ul style="list-style-type: none"> No. of hydrogen trial projects Scale of hydrogen trial projects No. of EV charging points <p>ROAD</p> <ul style="list-style-type: none"> No. of road corridors improved No. of capacity constraint schemes delivered <p>DIGITAL</p> <ul style="list-style-type: none"> No. of innovative smart solutions Development of travel information products No. of UTMIC applications <p>ACCESSING OPPORTUNITY</p> <ul style="list-style-type: none"> No. of Tees Flex users No. of Wheels 2 Work users Customer satisfaction Social Value impact from projects 	<ul style="list-style-type: none"> Increased regular use of walking/cycling by the Tees Valley population Satisfaction with the availability and quality of cycling infrastructure Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured Delivery of cycle training – number of individuals trained per year An increase in the number of passengers boarding and alighting at rail stations in the Tees Valley Increase in rail freight tonnages to/from the Tees Valley To return passenger boarding on local bus services in the Tees Valley to pre-pandemic levels and then increase by the end of the first BSIP period (2026) To increase passenger boardings on the Tees Flex on-demand bus service Reduction in CO2 emissions from transport Mode shift from private transport to public transport/active travel by 2027 Accelerate local bus fleet decarbonisation to achieve a zero carbon fleet by 2030 Increase the number of publicly accessible electric vehicle charging points from a baseline 2021 to target level by 2030 Increase in hydrogen vehicle trial activity and demand in line with the hydrogen transport hub masterplan Road outcome based measures will be used including: improved journey times; reduction in journey time variability; improved road traffic speeds; and reduction in delays Ensure mobility information is available to customers and businesses through tailored digital services that meet their needs. More efficient management of our network and its assets through wide application of our UTMIC system. Increase the number of the Tees Valley residents within 60 minutes travel time by bus or rail to a significant employment opportunity from a 2021 baseline to a target level by 2026 Increase the number of the Tees Valley residents within 30 minutes travel time by bus or rail to a main urban centre from a 2021 baseline to a target level by 2026 	<p>GVA/ Output gap</p> <p>Future Growth in Revenue for Treasury</p> <p>Jobs</p> <p>Levelling up Communities</p> <p>Reduction in Carbon Emissions</p>

FINANCIAL IMPLICATIONS

- The current transport allocation in the Investment Plan to deliver this programme is £171.46m, an element of which is based on a forecast for the period from 2023/24.
- However, earlier this year the Government committed to invest between £4.2 billion and £6.8 billion through City Region Sustainable Transport Settlements (CRSTS) for

eight city regions, including Tees Valley. The funding will cover the five-year period from 2022/23 to 2026/27. The Tees Valley bid was submitted in September 2021 and depending on the Government's assessment, there is potential to increase the transport allocation in the Investment Plan. It is anticipated that the Tees Valley funding allocation will be announced in autumn 2021.

7. The transport allocation in the Investment Plan is being used to try and leverage additional funding currently estimated at £622m. This funding is from a variety of sources including:
 - Rail Network Enhancements Pipeline (RNEP) funding for Darlington and Middlesbrough Stations;
 - Getting Building Fund for Middlesbrough Station;
 - Active Travel Fund for cycling and walking projects; and
 - Major Road Network funding for the A19 New Tees Crossing and the A689 corridor improvements.
8. TVCA also has several live funding bids, including the Levelling Up Fund, Active Travel Fund tranche 3 and the development of a ZEBRA Scheme business case.

LEGAL IMPLICATIONS

9. There are no legal implications associated with the recommendations within this report.

RISK ASSESSMENT

10. There is a rigorous approach to risk management across the transport programme in accordance with TVCA's Risk Management Framework. TVCA is responsible for the programme risks, whilst project risks that sit with delivery partners are transferred through appropriate agreements.

CONSULTATION & COMMUNICATION

11. The Tees Valley Transport Advisory Group, Management Group and Chief Executives Group are regularly updated on transport matters. TVCA also works very closely with key stakeholders including Network Rail, National Highways and Transport for the North.

EQUALITY & DIVERSITY

12. The programme will have a positive impact on the protected characteristic groups through the following high-level impacts:
 - job creation during construction phase;
 - improved access to employment opportunities; and
 - improved accessibility to the transport system.
13. At a project level Equality Impact Assessments are undertaken to ensure all localised impacts are considered as part of the project development

LOCAL ENTERPRISE PARTNERSHIP

14. The Local Enterprise Partnership transport lead is regularly updated on transport matters and the LEP can input into the development of all transport related Cabinet reports.

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