

Date: Friday January 31st, 2020, at 10.00am

Venue: Cavendish House, Teesdale Business Park, Stockton-On-Tees, TS17 6QY

Membership:

Mayor Ben Houchen (Tees Valley Mayor)
Councillor Heather Scott (Leader of Darlington Borough Council)
Councillor Shane Moore (Leader of Hartlepool Borough Council)
Mayor Andy Preston (Mayor of Middlesbrough)
Councillor Mary Lanigan (Leader of Redcar and Cleveland Borough Council)
Councillor Bob Cook (Leader of Stockton-On-Tees Borough Council)
Paul Booth (Chair of Tees Valley Local Enterprise Partnership)

Associate Membership:

Zoe Lewis (Member of Tees Valley Local Enterprise Partnership)
Professor Paul Croney (Member of Tees Valley Local Enterprise Partnership)
Jerry Hopkinson (Member of Tees Valley Local Enterprise Partnership)
Angela Howey (Member of Tees Valley Local Enterprise Partnership)
Mike Matthews (Member of Tees Valley Local Enterprise Partnership)
Mark South (Member of Tees Valley Local Enterprise Partnership)
Nigel Perry (Member of Tees Valley Local Enterprise Partnership)
David Soley (Member of Tees Valley Local Enterprise Partnership)
Graham Robb (Member of Tees Valley Local Enterprise Partnership)
Siobhan McArdle (Member of Tees Valley Local Enterprise Partnership)
Annabel Turpin (Member of Tees Valley Local Enterprise Partnership)
Vikki Jackson-Smith (Member of Tees Valley Local Enterprise Partnership)
Brenda McLeish (Member of Tees Valley Local Enterprise Partnership)

AGENDA

- 1. Apologies for Absence**
- 2. Declarations of Interest**
Attached
- 3. Minutes**
Minutes of the meeting held on December 20th 2019 for confirmation.
- 4. Matters Arising**
- 5. Mayor's Update**
Attached
- 6. Governance and Appointments**
Attached
- 7. Adoption of Investment Plan, Budget 20-21 and Medium-Term Financial Plan**
Attached
- 8. Strategic Transport Plan**
Attached
- 9. Integrated Transport Programme**
Attached
- 10. Innovation Programme**
Attached
- 11. Any Other Business**
- 12. Date and time of next meeting**
 - Friday March 13th 2020, 10.00am

Members of the Public - Rights to Attend Meeting

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting or for details of access to the meeting for disabled people, please contact: John Hart, 01642 524413 or john.hart@teesvalley-ca.gov.uk

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 COMBINED AUTHORITY (TVCA) CABINET

**Cavendish House, Teesdale Business Park, Stockton-On-Tees at 10.00am on
Friday 20th December 2019**

These minutes are in draft form until approved at the next Cabinet meeting and are therefore subject to amendments.

<u>ATTENDEES</u>	
Members	
Mayor Ben Houchen (Chair)	Tees Valley Mayor
Councillor Heather Scott OBE	Leader, Darlington Borough Council
Councillor Shane Moore	Leader, Hartlepool Borough Council
Mayor Andy Preston	Mayor of Middlesbrough
Councillor Mary Lanigan	Leader, Redcar and Cleveland Borough Council
Councillor Bob Cook	Leader, Stockton-on-Tees Borough Council
Associate Members	
David Soley	Vice Chair of Tees Valley Local Enterprise Partnership
Graham Robb	Member of Tees Valley LEP
Annabel Turpin	Member of Tees Valley LEP
Apologies for Absence	
Paul Booth	Chair of Tees Valley Local Enterprise Partnership (LEP)
Brenda McLeish	Member of Tees Valley LEP
Nigel Perry	Member of Tees Valley LEP
Professor Paul Croney	Member of Tees Valley LEP
Zoe Lewis	Member of Tees Valley LEP
Angela Howey	Member of Tees Valley LEP
Jerry Hopkinson	Member of Tees Valley LEP
Mark South	Member of Tees Valley LEP
Vikki Jackson-Smith	Member of Tees Valley LEP
Mike Matthews	Member of Tees Valley LEP
Officers and Others in Attendance	
Richard McGuckin	Director of Economic Growth and Development, Stockton-on-Tees Borough Council
Ian Williams	Director of Economic Growth, Darlington Borough Council
John Sampson	Managing Director, Redcar & Cleveland Borough Council
Tony Parkinson	Chief Executive, Middlesbrough Council
Julie Gilhespie	Chief Executive, Tees Valley Combined Authority
Gary MacDonald	Director of Finance and Resources, TVCA
Martin Waters	Goosepool Executive Director, TVCA
John Hart	Governance Manager, TVCA
Alison Fellows	Director of Commercial and Delivery, TVCA
Tom Bryant	Head of Transport and Infrastructure, TVCA
Neal Smith	Head of Communications, TVCA

Councillor Norma Stephenson OBE	Chair of Tees Valley Combined Authority Overview and Scrutiny Committee/Stockton Borough Council
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TVCA 41/19	APOLOGIES FOR ABSENCE Apologies for absence were submitted as detailed above.
TVCA 42/19	DECLARATIONS OF INTEREST None.
TVCA 43/19	MINUTES OF PREVIOUS MEETING RESOLVED that: The minutes of the meeting held on October 25 th 2019 be confirmed and signed as a true record.
TVCA 44/19	MATTERS ARISING John Hart, Governance Manager, reported that the only matter arising from the previous meeting would be addressed under agenda item 7.
TVCA 45/19	GOVERNANCE AND APPOINTMENTS Cabinet was asked to ratify changes to the membership of the Combined Authority Audit & Governance Committee and the committee's representation on the South Tees Development Corporation Audit & Risk Committee. RESOLVED that: The Combined Authority Cabinet agreed nominations as set out in the report.
TVCA 46/19	DRAFT BUDGET 2020-2021 (MEDIUM TERM FINANCIAL PLAN) Cabinet received the proposed financial framework within which the Combined Authority intends to operate in the forthcoming financial year (2020-2021) and over the medium-term. Cabinet was asked to approve that the draft budget be published for consultation. RESOLVED that: The Combined Authority Cabinet resolved to approve that the draft Budget be published for a consultation.
TVCA 47/19	DEMAND RESPONSIVE TRANSPORT REVISED FARE STRUCTURE Cabinet received a report detailing a revised fare structure for the demand responsive transport service to provide better access to transport for some of the rural communities in Darlington, Stockton-on-Tees, Hartlepool, and Redcar &

	<p>Cleveland, as requested by Cabinet at its meeting of October 25th 2019 (TVCA 35/19).</p> <p>Councillors Scott and Moore expressed support of the changes made to the fare structure.</p> <p>RESOLVED that:</p> <p>Cabinet approved the revised fare structure.</p>
TVCA 48/19	<p>TEESSIDE INTERNATIONAL AIRPORT SOUTHSIDE BUSINESS PARK</p> <p>The Mayor proposed a motion excluding the press and public for the duration of this item by virtue of paragraphs 3 of schedule 12A of the Local Government Act 1972.</p> <p>Cabinet received a report requesting Cabinet approval for provision of a commercial loan to Teesside International Airport (TIA) required to support proposed property development on the airport site, and to endorse TIA plans to enter into a joint venture with private sector partners to deliver the proposal.</p> <p>The Chair highlighted the importance of the proposals to the airport's overall development. Councillors Cook and Scott, and Graham Robb expressed support for the proposals.</p> <p>RESOLVED that:</p> <p>Cabinet approved the recommendations detailed in the report.</p>
TVCA 49/19	<p>ANY OTHER BUSINESS</p> <p>The Mayor thanked members for their work over the course of the year and wished all present a Merry Christmas.</p>
TVCA 50/19	<p>DATE OF NEXT MEETING</p> <p>Friday January 31st 2020</p>

AGENDA ITEM 5**REPORT TO THE TEES VALLEY
COMBINED AUTHORITY CABINET****JANUARY 31st 2020****REPORT OF THE TEES VALLEY MAYOR****TEES VALLEY MAYOR'S UPDATE****SUMMARY**

This report provides a general update on the key activities of the Mayor and Combined Authority since the last Cabinet meeting, which are not covered in other reports to this meeting.

RECOMMENDATIONS

It is recommended that the Tees Valley Combined Authority Cabinet notes the report.

DETAIL**SOUTH TEES DEVELOPMENT CORPORATION**

1. On Friday January 10th 2020 the Government announced a further £71 million of support for the South Tees Development Corporation.
2. The funding will be utilised for remediation work which allow the corporation to prepare the land for redevelopment, enabling our plans to create 20,000 jobs on the site. The funding is also available to assist with the acquisition of the remaining land within the Development Corporation area.
3. In addition to this, the Tees Valley Mayor has also recently given tours of the Development Corporation to the Chief Secretary to the Treasury and the Minister of State for Business, Energy and Clean Growth and arranged for eight top Treasury Civil Servants to visit the site including the Permanent Secretary and Second Permanent Secretary.

INDIGENOUS GROWTH FUND

4. The Combined Authority Investment Plan allocated £50m to the Indigenous Growth Fund (IGF), a programme of area-based regeneration supporting economic growth.
5. The fund will provide capital support for:
 - remediation/regeneration of vacant and derelict land and property;
 - public realm initiatives aimed at creating vibrant town centres;
 - strategic housing initiatives aimed at creating vibrant town centres;
 - investment specialist culture and tourism accommodation;

- investment in the provision of specialist sector specific business accommodation;
 - Operating costs for discrete programmes designed to support associated capital expenditure.
6. A Programme Business Case has now been approved and the five Local Authorities will soon start to bring forward individual projects for delivery.

TOWNS FUND

7. Darlington, Hartlepool, Middlesbrough, Redcar and Thornaby have been awarded funding from the Ministry of Housing, Communities and Local Government's £3.6bn Towns Fund.
8. A total of £843,125 is being made available in capacity funding to enable the councils to develop business plans. They will each then be able to bid for up to £25million in funding.
9. With five towns from the region included, the Tees Valley will receive more allocations than any other City Region in the UK.

FINANCIAL IMPLICATIONS

9. There are no financial implications to this report.

LEGAL IMPLICATIONS

10. There are no legal implications to this report.

RISK ASSESSMENT

11. This report is an update and therefore is categorised as low risk.

Name of Contact Officer: Chris Rowell
Post Title: Policy Advisor to the Mayor
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AGENDA ITEM 6**REPORT TO THE TEES VALLEY COMBINED AUTHORITY CABINET****JANUARY 31st 2020****REPORT OF THE CHIEF EXECUTIVE****GOVERNANCE AND APPOINTMENTS****SUMMARY**

This report summarises changes to membership of Tees Valley Combined Authority statutory committees which have taken place since the previous Cabinet meeting.

RECOMMENDATIONS

It is recommended that Cabinet notes the changes to Combined Authority committee membership set out in this report.

DETAIL

1. At its meeting of December 18th 2019 Tees Valley Combined Authority Transport Committee nominated Councillor Ashley Waters (Middlesbrough Council) to be the Tees Valley's representative on the Transport for the North Scrutiny Committee.
2. Following his election to Parliament at the General Election of December 12th 2019, Councillor Paul Howell has resigned as Darlington Borough Council's representative on the Tees Valley Combined Authority Transport Committee. A new representative will be nominated by Darlington Borough Council in due course.

FINANCIAL IMPLICATIONS

3. Support for the governance of the Tees Valley Combined Authority is provided from within the Authority's core budget, as agreed by Cabinet through the annual budget process, and funded through resources devolved from central government.

LEGAL IMPLICATIONS

4. The report relates to the Constitution of the Combined Authority which sets out the appropriate statutory framework.

RISK ASSESSMENT

5. This report is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

CONSULTATION & COMMUNICATION

6. Appointments are made in accordance with the Combined Authority Constitution and the processes governing each Local Authority.

EQUALITY & DIVERSITY

7. As reported to Cabinet previously, there is a commitment from Cabinet to achieve a 50/50 gender balance and to increase overall diversity on the LEP by 2020.

LOCAL ENTERPRISE PARTNERSHIP

8. The items in this report have been circulated to LEP members in advance of coming forward to Cabinet.

Name of Contact Officer: John Hart

Post Title: Governance Manager

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Email Address: john.hart@teesvalley-ca.gov.uk

AGENDA ITEM 7**REPORT TO THE TEES VALLEY
COMBINED AUTHORITY CABINET****JANUARY 31st 2020****REPORT OF THE DIRECTOR OF
FINANCE AND RESOURCES****ADOPTION OF INVESTMENT PLAN, BUDGET 2020-21 AND MEDIUM TERM
FINANCIAL PLAN****SUMMARY**

The TVCA constitution requires that the Combined Authority annually sets out proposals for allocation of resources in an Investment Plan, which must be formally adopted by Cabinet each year. The current Investment Plan covers the period from April 1st 2019 to March 31st 2029. Where the annual Investment Plan proposal involves changes to funding priorities or commitments to projects and proposals already agreed, unanimous approval of Cabinet is required to enact the change.

The Chief Executive and Director of Finance and Resources submitted a draft budget to Cabinet on December 20th 2019 for consideration and approval for the purposes of consultation. The Budget provides the financial framework within which the Combined Authority will operate in the forthcoming financial year (2020-2021) and over the medium-term.

The consultation process has now completed, including consultation with Overview and Scrutiny Committee (O&SC) Members. The Local Authority Chief Executives, Tees Valley Management Group and Tees Valley Directors of Resources have scrutinised the proposed Budget. During the consultation period a number of comments have been received regarding the Draft Budget. The Draft Budget has been amended to reflect the feedback received and this report presents the revised final Budget proposal 2020-21.

In accordance with the statutory requirements, the Budget 2020-21 shall separate Non-Investment plan expenditure into:

- Proposed expenditure on the Mayors General Functions; and
- Proposed expenditure on Combined Authority Functions.

This report includes the proposals for adoption of the high-level financial allocation within the Investment Plan 2019-29 and provides the final proposed Budget for 2020-21. The Investment Plan 2019-29 – One Year On is presented as appendix 9.

RECOMMENDATION

- i. It is recommended the Combined Authority Cabinet agrees the high-level financial allocations for the Investment Plan 2019-29 and considers and approves the final Budget for 2020-21.
- ii. Note the pay policy statement 2020-21 (**Appendix 8**)

DETAIL

This report provides details of the refreshed high-level financial allocations within the Investment Plan 2019-29 one year on from the agreement of the 10 year Investment Plan and provides the Budget to Cabinet for consideration and approval.

BUDGET SUMMARY

1. There are no proposed amendments to the Investment Plan and its value remains at £588.2 million for the 10-year Period to 31 March 2029.
2. This report sets out the proposed Budget for 2020-21 and the medium term financial plan (MTFP) for the period to March 2024 (the Budget). The Budget presents all forecast funding and expenditure for the plan period.
3. There is no proposed expenditure relating to Mayors General Functions and no precepts are proposed in relation to this. All proposed expenditure is designated at relating to Combined Authority Functions.
4. For the MTFP period, the Authority will have a total of £670 million available funding resources. This comprises £455 million funding to be received in the period and £215 million devolved deal forward funding.
5. Committed expenditure for the period 2020-24, including indicative funding allocations identified within the Investment Plan, is budgeted at £670 million.
6. The forecast expenditure for 2019-20 is £245 million representing 108% delivery against a budget of £227 million.

EXPENDITURE

7. The below table summarises the projected expenditure across the medium term and the investment plan period.

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Transport	50,373	18,112	25,080	29,863	32,545	100,727	256,700
Education, Employment & Skills	5,780	8,720	5,500	5,000	5,000	25,000	55,000
Business Growth	58,715	16,785	19,000	19,000	18,000	15,000	146,500
Culture & Tourism	2,900	9,100	11,000	15,000	15,000	7,000	60,000
Research, Development & Innovation	2,000	2,000	2,000	2,000	2,000	10,000	20,000
Place	10,000	10,000	10,000	10,000	10,000	0	50,000
Investment Plan Total	129,768	64,717	72,580	80,863	82,545	157,727	588,200
Adult Education	20,000	29,447	29,447	29,447	29,447	147,231	285,019
Pass-through budgets (Transport)	30,490	30,490	30,490	30,490	30,490	152,450	304,900
Other Approved Projects	59,717	52,119	20,684	4,469	963	2,222	140,174
Core Running Costs	4,813	5,413	4,813	4,813	4,813	25,265	49,930
Loan Principal Repayments	0	1,457	3,335	5,082	6,808	53,053	69,735
Loan Interest	0	1,413	3,113	4,480	5,560	31,564	46,130
TOTAL EXPENDITURE	244,788	185,056	164,462	159,644	160,626	569,512	1,484,088

8. There are no proposed changes in Investment Plan allocations requiring unanimous Cabinet approval. There are the following changes to other budget headings: -

• 2018/19 projects re-profiled into 2019/20+	£ 10.8m
• Adult Education Budget*	(£ 5.0m)
• Pass-through budgets (Transport)*	(£ 1.6m)
• New specific funds*	£ 5.9m
• Loan drawdown & Interest (10yr period)	£ 22.9m
• Waste Strategy*	£ 5.0m
• Teesside Airport Southside*	£ 23.6m
Total Movement	<u>£ 61.6m</u>

** there has been the equivalent movement in funding for these items*

9. As a result of these changes the total expenditure budget has moved by £61.6 million from £1,422.5 million to £1,484.1 million.

Transport

Investment Plan	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	47,900	19,600	26,600	36,300	23,800	102,500	256,700
Revised Budget	50,373	18,112	25,080	29,863	32,545	100,727	256,700
Movement	2,473	-1,488	-1,520	-6,437	8,745	-1,773	0

10. The consultation period for our draft Strategic Transport Plan ended on November 20th 2019. This is the first Strategic Transport Plan for the region and outlines £256.7million investment into transport projects with the aim of proving “a high-quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley”. The January 2020 Cabinet will consider, and amend where applicable, the Strategic Transport Plan. The investment plan will also be reviewed, and amended, where applicable to account for consultation feedback with the financial implications contained in the Integrated Transport Plan. Business cases for individual projects will then be developed firming up the projected spend profile for the programme.
11. The Combined Authority approved the purchase of the Airport in January 2019 with funding allocations approved for the purchase, operating costs and capital programme. It was noted during due diligence that the airport did not have a short, medium or long term capital investment plan. A priority action was to prepare and agree a capital investment plan for the airport. A full review of the capital requirements for the Airport has taken place and the revised profile of capital expenditure has been approved which has resulted in the movements in annual expenditure set out above. There was no change in the proposed overall investment.
12. New Tees Crossing Transformational improvements to our road network are critical to help us achieve our vision to provide a high-quality, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley. A New Tees Crossing on the A19 – to be built in the vicinity of the existing A19 viaduct - is one of our main transport priorities for the region and is seen as essential to facilitate growth, improving journey times, improving access to strategic sites, unlocking development potential and supporting the economic growth of the region. An Outline Business Case informed by the consultation was submitted to the Department of Transport at the end of October.
13. The Combined Authority Cabinet has approved significant funding to develop strategic rail infrastructure proposals. A £45 million allocation has been earmarked to help develop proposals for Middlesbrough and Darlington Stations from the £59 million Transforming Cities Fund. The projects will see a major transformation of both stations and reconfiguration of rail track at Darlington to ensure it can accommodate new high speed services on the East Coast Main Line, while also unlocking capacity on the local rail line. This will lead to faster, more frequent and better quality services across the Tees Valley, County Durham and North Yorkshire, and better freight connections from Teesport.
14. Cabinet has also agreed to award the contract for the delivery of a demand responsive bus service, designed to provide better access for some of the rural communities in Darlington, Hartlepool, Redcar & Cleveland and Stockton-on-Tees. The service will allow customers in areas currently not well served by public transport

services to book bus journeys via a mobile app or telephone, supporting non-car owners in these areas to access essential services and employment. TVCA Communications & Marketing are developing a new brand for the service and working with the contractor to develop a marketing and communications strategy for the scheme which will be formally launched in January 2020.

Education, Employment & Skills

Investment Plan	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	7,500	7,500	5,000	5,000	5,000	25,000	55,000
Revised Budget	5,780	8,720	5,500	5,000	5,000	25,000	55,000
Movement	-1,720	1,220	500	0	0	0	0

15. Over ten years a total of £55 million has been allocated to Education, Employment & Skills: £40 million for the continuation of the Employment & Skills Programme of activity from April 2021 onwards and £15 million to deliver skills capital priorities.
16. The Investment Plan allocated £15 million for skills capital split over the first 2 years of the plan. The Combined Authority has also worked collaboratively with the Northern School of Art and Middlesbrough Council on the relocation of the Northern School of Art's Further Education Campus Middlesbrough. This was approved by Cabinet in October 2019 which has resulted in the re-profiling of this expenditure in line with the forecasted spend on the project.
17. A review to determine future priorities for education, employment and skills is underway, looking at opportunities to maximise the impact for the Tees Valley from the £40 million investment programme from 2020/21 onwards.

Business Growth

Investment Plan	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	38,700	19,200	29,200	19,200	19,200	21,000	146,500
Revised Budget	58,715	16,785	19,000	19,000	18,000	15,000	146,500
Movement	20,015	-2,415	-10,200	-200	-1,200	-6,000	0

18. Over ten years a total of £146.5 million has been allocated to Business Growth to unlock key sites for business and to support businesses.

Sites and premises projects

19. South Tees Development Corporation (STDC) completed the purchase of 1,420 acres of land which represents over 50% of developable land in the Development Corporation area. The purchase of remaining elements of the land was initially forecast to start within 2019/20 and the current profile reflects this to ensure funding is available; the actual timing will be dependent on the outcome and timescales associated with the CPO inquiry.

20. Allocations have been provided for in respect of Riverside Northshore development and Revitalising Redcar. Both of these developments are currently undergoing detailed business case activity. The Boho “The Digital City” project (£26.5 million Combined Authority funding) has been confirmed utilising existing Business Growth infrastructure budgets (£20 million) and Middlesbrough Borough Council Indigenous Growth funding (£6.5 million). The project is designed to create a digital campus, a 750-seat indoor amphitheatre beneath a glass atrium to include events such as lectures, cultural events and entertainment.

Business Support Programme

21. The Tees Valley Combined Authority Cabinet has agreed a £35 million investment establishing a new support service for the region’s businesses. The programme will provide local companies with a single point of contact for a range of support to help businesses start up and grow, including comprehensive advice on funding and finance options and assistance in establishing links with potential funding sources.

22. This programme will also include a £20 million Tees Valley Business Fund, the largest investment fund of its kind in the region, awarding grants and loans to firms looking to invest, expand and create jobs. The programme will continue on from the current Business Compass project and there is a strong pipeline of companies.

Inward Investment

23. TVCA recently exhibited at Offshore Wind North East, one of the UK’s largest offshore wind events, with a number of VIPs from the industry touring the Tees Valley as part of the event.

24. TVCA also exhibited at the national Advanced Engineering 2019 event at the NEC Birmingham. The event is one of the UK’s largest manufacturing events with dedicated exhibitor zones for automotive, aerospace, composites, performance metals, composites, digital manufacturing and medical devices. The Business Investment team promoted the Tees Valley as a key manufacturing location to a largely UK audience.

Culture & Tourism

Investment Plan	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	1,000	11,000	11,000	15,000	15,000	7,000	60,000
Revised Budget	2,900	9,100	11,000	15,000	15,000	7,000	60,000
Movement	1,900	-1,900	0	0	0	0	0

25. Over ten years a total of £60 million has been allocated to Culture & Tourism to help to shape the quality of the Tees Valley proposition and make it a place to invest, live and visit.

26. An allocation of £20 million has been earmarked for a programme of activity including destination marketing, festivals & events and programmes of activity. Delivery of the current culture programme funded from the 2017-21 Investment Plan is still ongoing

with an end date of March 2020. The new programme of activity is currently being developed and will be reported through to Cabinet in the new year.

27. Allocations of £20 million each have been provided for two main capital priorities: Darlington – Stockton Railway Heritage Quarter and Hartlepool Waterfront. Both projects are currently undergoing detailed business case development.

Research, Development & Innovation

Investment Plan	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	2,000	2,000	2,000	2,000	2,000	10,000	20,000
Revised Budget	2,000	2,000	2,000	2,000	2,000	10,000	20,000
Movement	0	0	0	0	0	0	0

28. £20 million is allocated within the Investment Plan for research, development and innovation activities. Work is currently underway to identify the programme of activities that the Combined Authority aims to focus its investment on. TVCA budgets are limited so we propose to invest them to leverage other national funding where possible and to leverage existing networks and augment existing capabilities. It is proposed to take a cluster approach and invest TVCA funds to stimulate innovation around the main sectors identified in the draft Local Industrial Strategy and Strategic Economic Plan, to put in place the infrastructure to encourage companies to carry out innovation in the region and in the capacity to support our companies to bid into national innovation funding initiatives. A detailed report on this will be brought to Cabinet in January 2020.

Place

Investment Plan	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	10,000	10,000	10,000	10,000	10,000	0	50,000
Revised Budget	10,000	10,000	10,000	10,000	10,000	0	50,000
Movement	0	0	0	0	0	0	0

29. Over ten years a total of £50 million has been allocated to create the Indigenous Growth Fund. Each of the five boroughs that make up the Tees Valley has distinct economic assets and opportunities and it is essential that we can unlock these opportunities for residents of the whole of Tees Valley.
30. A business case for the delivery of the £50 million programme across Tees Valley has been developed and approved through the Assurance Framework delegations. This includes details of how each local authority will make its investment decisions to ensure they fit with the requirements of the programme and our assurance framework. The funding profiles will be revised as the programmes are developed in detail.

Funding that sits outside the Tees Valley Investment Plan 2019-29

Adult Education Budget

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	20,000	30,000	30,000	30,000	30,000	150,000	290,000
Revised Budget	20,000	29,447	29,447	29,447	29,447	147,231	285,019
Movement	0	-553	-553	-553	-553	-2,769	-4,981

31. Adult education functions were devolved from the start of the Academic year in August 2019. Notification was received in April 2019 of the total annual funding allocation of £29.4 million which has now been incorporated into the medium term financial plan.

Pass-through budgets (Transport & Infrastructure)

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	30,700	30,700	30,700	30,700	30,700	153,000	306,500
Revised Budget	30,490	30,490	30,490	30,490	30,490	152,450	304,900
Movement	-210	-210	-210	-210	-210	-550	-1,600

32. The Transport and Infrastructure budget heading is made up of two elements: The Local Transport Capital Plan (LTP) and Concessionary Fares. The LTP grant is received from Government and passported directly to the constituent authorities to contribute towards delivery of their capital programme. The Concessionary Fares budget is negotiated with bus operators annually and is fully funded by contributions from the constituent authorities. These negotiations resulted in a reduction for 2019/20 which has been reflected across the 10 year period to result in total reduction of £1.6 million, the associated funding will reduce accordingly.

Other Approved Projects

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Original Budget	64,500	22,800	7,300	300	0	0	94,900
Revised Budget	59,717	52,119	20,684	4,469	963	2,222	140,174
Movement	-4,783	29,319	13,384	4,169	963	2,222	45,274

33. Other approved projects include projects and programmes that were approved as part of the 2017-21 Investment Plan which continue to be in delivery. In addition to this

funding that has been secured to deliver specific projects is also included here. Full details of these projects and programmes can be found in **Appendix 2**.

34. The net movement of £45.3 million is as a result of £10.8 million of projects carried forward from 2018/19, an additional £5.9 million of specific funds being secured for the period, £23.6 million investment for Teesside Airport Southside Development and £5 million allocation for waste strategy procurement. Profiles for all projects have been revised based on the latest information available.

CORE COSTS

35. More than 96% of all Combined Authority funding is invested, with less than 4% being utilised for core costs. For the 2020/21 budget it is planned for the second consecutive year to remain within the funding envelope set in 2018/19 for core costs and any budgetary pressures will be managed through in year efficiencies. The key budgetary pressure in 2020/21 to be managed through efficiencies is the pay award which equates to an additional estimated cost of £114k. In addition, one-off costs are incurred for mayoral elections, with an agreed budget of £0.6 million for 2020-21. There is no change to the overall allocation over the 10 year period.

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Core costs	4,813	4,813	4,813	4,813	4,813	24,065	48,130
Mayoral election	-	600	-	-	-	1,200	1,800
Total	4,813	5,413	4,813	4,813	4,813	25,265	49,930

36. The table below sets out the proposed core costs budget for 2020/21 and the previously agreed budget for 2019/20. A more detailed breakdown of running cost budgets are provided at **Appendix 3**.

Core costs	2019/20	2020/21
Salaries (incl Ni & Pension)	3,932,912	3,899,945
Other Staffing Costs	15,000	15,000
Total Staff Costs	3,947,912	3,914,945
Premises	336,000	335,000
General Running Costs	369,000	402,967
Marketing & Communications	160,000	160,000
Non-Salary Expenditure	865,000	897,967
TOTAL EXPENDITURE	4,812,912	4,812,912

Loan Repayments

37. The 2019/20 budget approved the use of the Combined Authorities borrowing powers to deliver the Investment Plan. The arrangements for Combined Authority borrowing are set out in the annually agreed Treasury Management Policy. The loan repayments have been updated to reflect commercial investment decisions. This equates to £16.4 million of additional repayments in the 10 year investment plan period. The profile of drawdown has been amended to reflect when borrowing will be required and the relevant interest rates on the borrowing updated equating to an additional £6.5 million.

FUNDING

38. The below table summarises the forecast funding across the medium term and the investment plan period.

Funding	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 – 28/29	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Reserves	78,917	0	0	0	0	0	78,917
Local Growth Fund	9,416	14,217	0	0	0	0	23,633
Devolution	15,000	15,000	15,000	15,000	15,000	75,000	150,000
Enterprise Zones	2,900	5,380	5,560	5,980	6,000	30,000	55,820
Transforming Cities Fund	13,000	18,000	24,000	16,500	15,100	75,500	162,100
Loan Repayments & Investment returns	4,020	1,552	3,185	3,295	3,316	21,660	37,029
Government Grants	20,324	6,584	2,611	12,468	11,500	57,500	110,987
Adult Education Budget	20,000	29,447	29,447	29,447	29,447	147,231	285,019
Local Transport Plan	13,930	13,930	13,930	13,930	13,930	69,650	139,300
Concessionary Fares	16,560	16,560	16,560	16,560	16,560	82,800	165,600
Loans	51,779	64,386	54,169	46,464	49,773	10,170	276,741
Total	245,846	185,056	164,462	159,644	160,626	569,512	1,485,146

**The above table reconciles to the expenditure in section 7 with the only exception being £1m additional funding in 19/20 which is held in a general reserve throughout the period as detailed in section 53.*

Local Growth Fund

39. In total the Combined Authority has been allocated £103 million of capital funding through Local Growth Fund rounds and 2020/21 will be the final year of this funding stream.

Devolution

40. Funding of £15 million per year for 30 years was agreed as part of the devolution agreement with government. This funding is subject to a five year review. For the purpose of the budget plan period it is assumed that this level of funding will continue beyond the first five year review which will take place during 2020/21.

Enterprise Zones

41. The Combined Authority retains business rate funding from a number of designated enterprise zones. As the zones continue to attract more business the funding generated is forecast to increase.
42. The current projections for the investment plan period are based on rates that are currently being collected, together with known projects currently under construction. Business rates from future potential projects on the Enterprise Zones are not accounted for in the forecasts but will be kept under review.

Transforming Cities Fund

43. The Transforming Cities Fund was announced by Government in the 2017 Budget and Tees Valley has been awarded a total of £75.5 million funding to transform local public transport. The fund gives the Combined Authority freedom to invest on strategic transport priorities such as rail, bus rapid transit, cycling or other public and sustainable transport improvements.
44. The 10 year investment plan assumed that funding for transport activities would continue in some shape or form at current levels, this is kept under constant review based on dialogue with Central Government.

Loan Repayments & Investment Returns

45. A number of Combined Authority investments are made on a recoverable and/or commercial basis, based on current agreements it is estimated that £11.3 million will be repaid during the medium term period and a further £25.7 million across the investment plan period. This gives a total of £37 million compared with £18.4 million projected in the Investment Plan previously. The increased returns (principal and interest) are £18.6 million comprising of £10.8 million for the Southside Development Loan, £2.2 million Southside Development Cashflow and £5.6 million Waste Strategy.

Government Grants

46. The Combined Authority receives a number of other grants from Central Government which can be either awarded for specific purposes following an application process or where is awarded with fully devolved discretion regarding expenditure.
47. Current estimates are based on secured grants and some assumptions regarding the continuation of current funding. We remain in constant discussions with Government to ensure we secure the maximum funding possible to achieve our priorities set out in the Strategic Economic Plan. This funding stream remains under constant review and will be updated to take account of the latest position.

Adult Education Budget

48. Devolution delivery of the Adult Education Budget commenced August 2019 and aims to provide those aged 19 and over in the Tees Valley area with support into training and education to enhance skills in order to meet the skills requirements of employers.

The Combined Authority will be working with a wide range of providers to align training to business needs and to prevent young people becoming long-term unemployed.

Local Transport Plan

49. As the transport authority for the Tees Valley the annual capital block funding allocations are passported through the Combined Authority to the constituent Local Authorities based on historical allocations. The Combined Authority role in this is transactional in enabling the funding to be transferred from Government to the Local Authorities.

Concessionary Fares Funding

50. Under the role of transport authority, the Combined Authority is responsible for passporting funding to the local bus operators via funding received from the constituent authorities on an annual basis. The Combined Authority role in this is transactional in enabling the funding to be transferred from the Local Authorities to the bus operators.

RESERVES

51. The Combined Authority holds two classifications of usable reserves these are non-ring-fenced funds which have been received but not yet applied and the General Balance Reserve. The Combined Authority manages overall resource requirements by reference to the MTFP and overall Investment Plan. At April 2019 there was a balance of £78.9 million available funds held in reserve that could be utilised to fund the approved 2019-29 Investment Plan and full consumption of these reserves is anticipated in 2019-20 financial year as set out in the investment plan.
52. Good practice guidance for Local Authorities is that a proportion of net revenue expenditure should be held in the General Balance Reserve to manage risk and any unforeseen circumstances. The Combined Authority manages overall resource requirements by reference to the MTFP and overall Investment Plan.
53. As agreed in the 2019/20 Budget we consider that the appropriate way of calculating a general reserve level is to take the average of the risk-based revenue that we expect to receive over the period of the MTFP and hold a proportion of this in the General Reserve. This calculation has resulted in a requirement of £0.978 million, however management has decided to not amend this from the current reserve of £1.058 million.

DEVOLUTION DEAL FORWARD FUNDING

54. As part of the devolution deal Government agreed to provide the Combined Authority with a devolved fund of £450 million. Although this funding is released by Government on an annual basis of £15 million per year for 30 years the aim was that Mayoral Combined Authorities could use this funding stream to forward fund through prudential borrowing. The original approval to access borrowing was approved as part of the previous investment plan and this report reaffirms the borrowing requirement.
55. Not only does this forward funding increase the scope to have a bigger economic and transformational impact sooner, it also makes financial sense as the release of the £450 million over the 30 years is not index linked. Therefore, the spending power of £15m in 2046 will be far less than today. Based on the standard discount rate of 3% it

is financially advantageous to forward fund as the prudential borrowing rates are below this level.

BORROWING

56. In addition to forward funding from devolution funds to deliver the Investment Plan the Combined Authority also has borrowing requirements to fund commercial investment propositions. The arrangements for Combined Authority borrowing are set out in the annually agreed Treasury Management Policy. The profile of drawdown has been amended to reflect when borrowing will be required and the latest PWLB interest rates on the borrowing updated.
57. Within the MTFP period the total borrowing requirement to deliver the Investment Plan and fund commercial projects is £214.8 million as part of a wider borrowing requirement of £276.7 million to 2025, details of which can be found at **Appendix 4**. This is well within the Government agreed borrowing caps of £774 million. The revised total borrowing requirement of £276.7 million represents an increase of £35.3 million from the Investment Plan previously, which comprises of £23.6 million for the Southside Development, £5 million to deliver the Waste Strategy and £6.7 million as a result of an increase in interest rates and profiled drawdown of borrowing. The 2020/21 Treasury Management Policy will set out the prudential indicators to support the proposed borrowing.

MEDIUM TERM FINANCIAL PLAN 2019-23

58. Funding and expenditure for the plan period, including the proposed 2020/21 budget is summarised in the medium term financial plan as set out in **Appendix 5**. The medium term financial plan is also set out based by themes at **Appendix 6**, with a detailed reconciliation at **Appendix 7**.

FINANCIAL IMPLICATIONS

59. This report sets the budget for the Combined Authority under the context of the agreed Investment Plan. This report does not propose any amendments to the allocations within the Investment Plan.

LEGAL IMPLICATIONS

60. As a Mayoral Combined Authority we are legally required to set a budget for the coming financial year and a Medium Term Financial Plan covering the coming financial year and the three years thereafter.

RISK ASSESSMENT

61. This Budget is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

CONSULTATION

62. Formal consultation was undertaken in the period December 18th 2019 and January 20th 2020. This was in addition to circulation of this report to Local Authority Directors of Finance, Tees Valley Management Group and Chief Executives.

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Forecast expenditure on 2019-29 investment plan

Project	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 +	TVCA TOTAL
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Integrated Transport Plan	5,000	15,000	20,000	26,000	18,500	97,600	182,100
Teesside Airport	45,373	3,112	5,080	3,863	14,045	3,127	74,600
Total Transport	50,373	18,112	25,080	29,863	32,545	100,727	256,700
Northern School of Art	5,780	8,720	0	0	0	0	14,500
Education, Employment & Skills Programme	0	0	5,500	5,000	5,000	25,000	40,500
Total Education Employment and Skills	5,780	8,720	5,500	5,000	5,000	25,000	55,000
Business Growth Programme	0	4,000	4,000	4,000	3,000	15,000	30,000
South Tees Development Corporation	55,715	785	0	0	0	0	56,500
Boho "The Digital City"	1,100	3,900	5,000	5,000	5,000	0	20,000
Revitalising Redcar	1,900	3,100	5,000	5,000	5,000	0	20,000
Riverside Northshore Development	0	5,000	5,000	5,000	5,000	0	20,000
Total Business Growth	58,715	16,785	19,000	19,000	18,000	15,000	146,500
Culture & Tourism Programme	1,000	1,000	1,000	5,000	5,000	7,000	20,000
Hartlepool Waterfront	0	5,000	5,000	5,000	5,000	0	20,000
Darlington & Stockton Railway Heritage	1,900	3,100	5,000	5,000	5,000	0	20,000
Total Culture & Tourism	2,900	9,100	11,000	15,000	15,000	7,000	60,000
Research, Development & Innovation Programme	2,000	2,000	2,000	2,000	2,000	10,000	20,000
Place Programme	10,000	10,000	10,000	10,000	10,000	0	50,000
Investment Plan Total	129,768	64,717	72,580	80,863	82,545	157,727	588,200

Forecast expenditure on approved other investments in the plan period

Project	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 +	TVCA TOTAL
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
A689 Wynyard Improvement	0	2,191	0	0	0	0	2,191
Access Fund	1,051	0	0	0	0	0	1,051
Darlington Station	198	0	0	0	0	0	198
Hartlepool Western Growth Corridor	0	3,108	0	0	0	0	3,108
Middlesbrough Rail Station	2,492	0	0	0	0	0	2,492
National Productivity Investment Fund	6,605	0	0	0	0	0	6,605
Sustainable Access To Employment Programme	3,634	0	0	0	0	0	3,634
Transport Studies	62	0	0	0	0	0	62
Total Transport	14,042	5,299	0	0	0	0	19,341
EES Strategy: Apprentices	260	1,176	0	0	0	0	1,436
EES Strategy: Creating a TV Careers & Enterprise Initiative	1,427	1,789	0	0	0	0	3,216
EES Strategy: Routes To Work	2,279	2,715	1,216	0	0	0	6,210
EES Strategy: Supporting education innovation and collaboration	550	1,450	0	0	0	0	2,000
EES Strategy: TBC	0	4,204	0	0	0	0	4,204
EES Strategy: Workforce Planning Support	187	1,008	864	1,054	0	0	3,113
Hartlepool Centre of Excellence in Technical Training for the Creative Industries	394	261	0	0	0	0	655
Hartlepool Innovation Skills Quarter Phase 1b	804	0	0	0	0	0	804
Hartlepool Innovation Skills Quarter Phase 2	500	2,680	310	0	0	0	3,490
Kirkleatham Walled Garden & Catering Academy	318	0	0	0	0	0	318
Skills Analyst	75	0	0	0	0	0	75
Sustaining 16+ Facilities Capital	0	2,532	0	0	0	0	2,532
YEI Extension	1,867	0	0	0	0	0	1,867
Total Education Employment and Skills	8,861	17,815	2,390	1,054	0	0	29,920
BEIS Business Compass	246	246	0	0	0	0	492
Billingham Bio-Pharmaceutical Campus	1,360	1,265	0	0	0	0	2,625
Brexit Preparation Fund	304	0	0	0	0	0	304
Broadband	443	0	0	0	0	0	443
Business Support Package	0	1,500	1,750	1,750	0	0	5,000
Delivering Sector Action Plans Programme	0	700	1,070	0	0	0	1,770
ERDF Business Compass	6,895	0	0	0	0	0	6,895
ESIF Technical Assistance	35	35	35	0	0	0	105
Ingenium Park - Phase 1	1,600	0	0	0	0	0	1,600
Local Industrial Strategy	380	0	0	0	0	0	380
Mayoral Capacity Fund	0	1,000	0	0	0	0	1,000
One Public Estate	197	58	0	0	0	0	255
SSI – Capital Grant Scheme	3,787	0	0	0	0	0	3,787
SSI – Devolved Pot	434	2,847	0	0	0	0	3,281

Project	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 +	TVCA TOTAL
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
SSI - Redcar Growth Zone	0	5,000	0	0	0	0	5,000
Teesside Advanced Manufacturing Park - Remediation and Development	430	0	0	0	0	0	430
Teesside Airport Southside Development	7,866	7,867	7,867	0	0	0	23,600
Teesside Airport Southside Development Cashflow	11	474	624	775	309	3	2,196
Total Business Growth	20,201	20,992	11,346	2,525	309	3	55,376
Culture Programme	1,036	0	0	0	0	0	1,036
Culture: City games	340	0	340	245	340	650	1,915
Culture: Rugby League World Cup Bid	44	44	81	81	0	0	250
Great Places	726	0	0	0	0	0	726
Museum of the Royal Navy	25	0	0	0	0	0	25
Rail Heritage Quarter Phase 2 Development Work	130	0	0	0	0	0	130
Total Culture & Tourism	2,301	44	421	326	340	650	4,082
Carbon Capture & Storage Development	93	0	0	0	0	0	93
CPI Healthcare Futures Centre	0	3,264	4,289	314	314	1,569	9,750
Energy Network (North East and Humber)	477	455	0	0	0	0	932
Liberty Steel	2,702	0	0	0	0	0	2,702
Low Carbon Action Plan Development	77	0	0	0	0	0	77
Rural Energy Fund	250	500	500	250	0	0	1,500
South Tees District Heating	191	0	0	0	0	0	191
Teesside University National Horizons Centre	707	0	0	0	0	0	707
TVCA Hydrogen Transport Deployment Bid	43	0	0	0	0	0	43
TWI Joint Hydrogen Business Development Manager	40	0	0	0	0	0	40
Waste Strategy	567	3,000	1,500	0	0	0	5,067
Total Research, Development & Innovation	5,147	7,219	6,289	564	314	1,569	21,102
SSI Programmes	3,166	350	0	0	0	0	3,516
Total SSI Schemes Not In Investment Plan	3,166	350	0	0	0	0	3,516
Darlington Sports Village	228	0	0	0	0	0	228
District Heating Commercialisation Stage	500	0	0	0	0	0	500
Faverdale (Phase 1)	0	50	0	0	0	0	50
Free Ports Study	19	0	0	0	0	0	19
Full Fibre Network	70	0	0	0	0	0	70
Kirkleatham Estate Investment Project	265	150	0	0	0	0	415
Rail Gauge Enhancement Teesport	250	0	0	0	0	0	250
Redcar Railway Station Business Quarter	50	0	0	0	0	0	50
Research & Evaluation	200	200	238	0	0	0	638
Tees Crossing Development	830	0	0	0	0	0	830
Total Development Fund	2,412	400	238	0	0	0	3,050

Project	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 +	TVCA TOTAL
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
TOTAL	59,717	52,119	20,684	4,469	963	2,222	140,174

Core Running cost budgets 2019/20

Budget Heading	Budget 2019/20	Budget 2020/21
Premises		
Electricity	33,000	33,000
Rates	87,000	82,000
Rents and Leases	196,000	200,000
Repairs and Maintenance Condition	8,000	8,000
Cleaning and Domestic Contracts	12,000	12,000
	336,000	335,000
Transport		
Transport Fares - Payroll	12,000	12,000
Transport Fares - Non Payroll	60,000	60,000
	72,000	72,000
General Running Costs		
Catering, Food & Drink	2,000	2,000
Equipment/Furniture/Materials	3,000	3,000
Room/Facility Hire	3,000	3,000
ICT - Hardware	3,000	3,000
ICT - Software / licences	30,000	30,000
Insurance	35,000	35,000
Printing & Photocopier	1,000	1,000
Professional Fees & Consultancy	6,000	6,000
External Audit Fees	30,000	30,000
Stationery	2,000	2,000
Subscriptions & Memberships	32,000	32,000
Staff Expenses	15,000	15,000
Telecommunications	4,000	4,000
Mail Services	1,000	1,000
	167,000	167,000
Support Costs		
Financial Support (including Treasury Management, VAT advice)	20,000	20,000
Internal Audit	2,000	16,450
Risk Management & Insurance	2,000	-
ICT	33,000	49,817
Printing	7,000	12,000
HR	12,000	12,000
Voice & Data Network	29,000	29,000
Monitoring Officer / Legal Support	24,700	24,700
	129,700	163,967
Marketing & Communications	160,000	160,000
Total Running Costs Budget	864,700	897,967

Borrowing

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 - 2028/29	TOTAL
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Borrowing	51,779	64,386	54,169	46,464	49,773	10,170	276,741
		MTFP Period Total			214,792		

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25 - 2028/29	TOTAL
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Loan Principal Repayments	0	1,457	3,335	5,082	6,808	53,053	69,735
Loan Interest	0	1,413	3,113	4,480	5,560	31,564	46,130
		MTFP Period Total			31,248		

Medium Term Financial Plan 2019-23

MEDIUM TERM FINANCIAL PLAN	2020/21	2021/22	2022/23	2023/24	TOTAL
	£'000	£'000	£'000	£'000	£'000
Funding	120,670	110,293	113,180	110,853	454,996
Borrowing	64,386	54,169	46,464	49,773	214,792
TOTAL FUNDING	185,056	164,462	159,644	160,626	669,788
10 Year Investment Plan	64,717	72,580	80,863	82,545	300,705
Other Approved Projects	52,119	20,684	4,469	963	78,236
Adult Education Budget	29,447	29,447	29,447	29,447	117,788
Transport & Infrastructure	30,490	30,490	30,490	30,490	121,960
Core Running Costs	5,413	4,813	4,813	4,813	19,852
Cost of Borrowing	2,870	6,448	9,562	12,368	31,248
TOTAL EXPENDITURE	185,056	164,462	159,644	160,626	669,788
TRANSFER TO / FROM RESERVES	0	0	0	0	0
Reserves Opening Balance	1,058	1,058	1,058	1,058	
Transfer To / From Reserves	0	0	0	0	
RESERVES CLOSING BALANCE	1,058	1,058	1,058	1,058	

Medium Term Financial Plan 2020-24 by Themes

EXPENDITURE BY THEME HEADINGS	2020/21	2021/22	2022/23	2023/24	TOTAL
	£'000	£'000	£'000	£'000	£'000
Transport	37,341	39,010	43,793	46,475	166,619
Education, Employment & Skills	55,982	37,337	35,501	34,447	163,267
Business Growth	37,777	30,346	21,525	18,309	107,957
Culture & Tourism	9,144	11,421	15,326	15,340	51,231
Research, Development & Innovation	9,219	8,289	2,564	2,314	22,386
Place	10,000	10,000	10,000	10,000	40,000
Development Pot	400	238	0	0	638
THEME EXPENDITURE	159,863	136,641	128,709	126,885	552,098
SSI Schemes Not In Investment Plan	350	0	0	0	350
Concessionary Fares	16,560	16,560	16,560	16,560	66,240
Core Running Costs	5,413	4,813	4,813	4,813	19,852
Cost of Borrowing	2,870	6,448	9,562	12,368	31,248
NON THEME SPECIFIC EXPENDITURE	25,193	27,821	30,935	33,741	117,690
TOTAL EXPENDITURE	185,056	164,462	159,644	160,626	669,788

The table below reconciles the above table with the tables in Appendices 1, 2 and 5.

THEME RECONCILIATION	2020/21	2021/22	2022/23	2023/24	TOTAL
	£'000	£'000	£'000	£'000	£'000
Investment Plan (appendix 1)	18,112	25,080	29,863	32,545	105,600
Other Approved Projects (appendix 2)	5,299	0	0	0	5,299
Transport & Infrastructure - Local Transport Plan (Appendix 5)	13,930	13,930	13,930	13,930	55,720
Total Transport	37,341	39,010	43,793	46,475	166,619
Investment Plan (appendix 1)	8,720	5,500	5,000	5,000	24,220
Other Approved Projects (appendix 2)	17,815	2,390	1,054	0	21,259
Adult Education Budget (appendix 5)	29,447	29,447	29,447	29,447	117,788
Total Education, Employment & Skills	55,982	37,337	35,501	34,447	163,267
Investment Plan (appendix 1)	16,785	19,000	19,000	18,000	72,785
Other Approved Projects (appendix 2)	20,992	11,346	2,525	309	35,172
Total Business Growth	37,777	30,346	21,525	18,309	107,957
Investment Plan (appendix 1)	9,100	11,000	15,000	15,000	50,100
Other Approved Projects (appendix 2)	44	421	326	340	1,131
Total Culture & Tourism	9,144	11,421	15,326	15,340	51,231
Investment Plan (appendix 1)	2,000	2,000	2,000	2,000	8,000
Other Approved Projects (appendix 2)	7,219	6,289	564	314	14,386
Total Research, Development & Innovation	9,219	8,289	2,564	2,314	22,386
Investment Plan (appendix 1)	10,000	10,000	10,000	10,000	40,000
Total Place	10,000	10,000	10,000	10,000	40,000
Other Approved Projects (appendix 2)	400	238	0	0	638
Total Development Pot	400	238	0	0	638
TOTAL THEME EXPENDITURE	159,863	136,641	128,709	126,885	552,098
SSI Schemes Not In Investment Plan (appendix 2)	350	0	0	0	350
Transport & Infrastructure - Concessionary Fares (appendix 5)	16,560	16,560	16,560	16,560	66,240
Core Running Costs – (appendix 5)	5,413	4,813	4,813	4,813	19,852
Cost of Borrowing – (appendix 5)	2,870	6,448	9,562	12,368	31,248
NON THEME SPECIFIC EXPENDITURE	25,193	27,821	30,935	33,741	117,690
TOTAL EXPENDITURE	185,056	164,462	159,644	160,626	669,788

**Tees Valley Combined Authority
Pay Policy Statement
(Section 38, Localism Act 2011)**

This pay policy statement applies to the financial year 2020/21.

Introduction

1. This document sets out the Combined Authority's Pay Policy in relation to the remuneration of its employees in accordance with section 38 of the Localism Act 2011. The policy is subject to annual review which must be approved by the Cabinet before 31st March each year. Any amendments during the course of the year must also be considered and approved by the Cabinet. The policy will be published on the Combined Authority's website as soon as reasonably practicable after approval or amendment.
2. The Combined Authority is committed to ensuring fairness, transparency and equality of pay in the remuneration of its employees. The Combined Authority has adopted the Human Resources Framework and Policies of Stockton-on-Tees Borough Council, which includes the pay and grading structure.

Chief Officers and Senior Management Team

3. The Combined Authority's Senior Management Team, including posts defined as Chief Officers under the Localism Act, consists of the following posts:

Job Title	Grade	Salary
Chief Executive	Chief Executive	£141,859
Director of Business & Skills	Director	£99,000
Director of Finance & Resources	Director	£99,000
Strategy & Investment Planning Director	Director	£99,000
Commercial & Delivery Director	Director	£99,000
Head of Communication and Marketing	SM 1	£78,537

4. Joint National Conditions of service (JNC) are incorporated into all Chief Officers' contracts of employment.
5. The salaries for Chief Officers have been determined through independent analysis and benchmarking and reflect rates which are reasonably sufficient to recruit and retain senior officers, taking into account market conditions. The grades attributable to Chief Officer posts are subject to job evaluation and based on clear salary differentials which reflect the level of responsibility attached to any particular role.
6. Chief Officers do not receive bonus payments or performance related pay nor do they receive any benefits in kind paid for by the employer. Where a Chief Officer meets the criteria for entitlement to expenses these are paid in accordance with the Combined Authority's policies, aligned with those of Stockton-on-Tees Borough Council. Increases in pay for Chief Officers will occur only as a result of:
 - pay awards agreed by way of national/local collective pay bargaining arrangements;

- significant changes to a Chief Officer's role which result in a higher salary being appropriate as confirmed by the outcome of an appropriate job-evaluation process; or
 - recruitment and/or retention payments which, in all the given circumstances at the relevant time, are deemed necessary in the best interests of the Combined Authority and which are determined under the relevant policy relating to such payments.
7. It is expected that Chief Officers will perform to the highest level. Performance related pay therefore does not form part of current remuneration arrangements. This position will be reviewed if legislation and/or guidance relating to Chief Officer posts changes.
 8. Under the Combined Authority's constitution, appointment to the Chief Executive and Director roles are a matter for Cabinet. All other posts are appointed under delegation to the Chief Executive.

Payments to Chief Officers upon termination of their employment

9. Chief Officers who cease to hold office or be employed by the Combined Authority will receive payments calculated using the same principles as any other member of staff, based on entitlement within their contract of employment, their general terms and conditions, and existing policies. The Combined Authority adopts the policies of Stockton-on-Tees Borough Council, for application in these circumstances.
10. In the case of termination of employment by way of early retirement, redundancy (voluntary or otherwise) or on the grounds of efficiency of the service, the Pensions and Retirement Policy sets out provisions which apply to all staff regardless of their level of seniority. The Pensions and Retirement Policy also sets out the applicable provisions in respect of awarding additional pension entitlement by way of augmentation or otherwise.
11. Where a severance package is to be paid, where taken as a whole, has a cost to the authority of £100,000 or more (subject to paragraph 19 below), the Cabinet will be given an opportunity to vote before the package is approved. Employees who would be contractually entitled to payments in excess of £100,000 where there is no discretion and a failure to comply would place the Combined Authority in breach of contract and leave it exposed to litigation would be exempt from the requirement of such a vote.
12. The Government is proposing to introduce a cap on Public Sector Exit Payments. The Combined Authority will amend its policy and payments made on termination to reflect any changes in legislation.

Employment of Individuals Already in Receipt of a Local Government Pension

13. The approach to the employment of individuals already in receipt of a local government pension is set by the Teesside Pension Fund. The Fund has resolved not to abate pensions on re-employment, having regard to the enactment of regulations introducing flexible retirement, unless an enhanced ill-health retirement has been awarded.

Employment of Ex-Employees as Chief Officers under a Contract for Services

14. The Combined Authority does not generally support the employment of ex-employees as Chief Officers under a contract for services. However, there may be circumstances where the employment of an ex-employee under these terms is the most effective and efficient way of meeting the Combined Authority's needs. If this situation applies formal

approval will be sought from the Chief Executive in their role as head of the paid service, in consultation with Cabinet members, and any such arrangement would not progress without their support. In addition the Government has introduced legislation to enable the recovery of exit payments for higher paid employees returning to the public sector.

Remuneration of Lowest Paid Employees

15. Stockton Borough Council introduced its Single Status Agreement on 1st April 2008, and this framework has been adopted by the Combined Authority. The lowest paid employees within the Combined Authority are appointed to jobs which have been evaluated using the NJC Job Evaluation Scheme and are remunerated accordingly.
16. The Combined Authority has proposed to adopt the recommendations of the Living Wage Foundation, in respect of directly employed staff. If adopted by Cabinet as part of the proposed Budget, the Combined Authority's pay and grading structure will be applied in such a way as to ensure that no employee receives a minimum hourly pay of less than £9.30
17. From 1st April 2016, in line with the policies of Stockton-on-Tees Borough Council, the Combined Authority agreed to pay its apprentices the National Minimum Wage relating to age (starting at £4.35 per hour for 16 to 18 year olds, compared to the national apprentice rate of £3.90 per hour). Given the specific nature of these appointments, apprentices have not been included within the definition of lowest paid employees for the purposes of this policy statement.
18. The 2018/19 pay deal included a commitment for the NJC to review the "Green Book" pay spine. A new pay spine was agreed as part of the 2018-20 pay deal was implemented locally by local authorities from 1st April 2019.

Relationship between Chief Officer and Non-Chief Officer Remuneration

19. The 'pay multiple' for the Combined Authority is determined by comparing the pay of the highest paid employee (Chief Executive) against the median average pay, using hourly rates as at 31st December 2019, for employees within the scope of this statement.
20. The Combined Authority's current Median Hourly rate is £18.63 and the pay multiple (the ratio between the highest paid salary and the average salary of the whole of the Combined Authority's workforce) is 3.95.

General Principles Regarding the Remuneration of Staff

21. The Combined Authority has established pay and grading structures, founded on evaluation of job roles using job evaluation, which ensures a fair and transparent approach to pay and the same grading of jobs which are rated as equivalent. The Single Status Agreement was subject to an equality impact assessment by Stockton-on-Tees Borough Council, as well as being approved by the respective trade unions' equal pay units.
22. All employees are recruited in accordance with the Combined Authority's Recruitment Policy and are appointed on the minimum of the grade unless there are exceptional circumstances which would warrant appointment above the minimum of the grade. However, where an employee is redeployed because of redundancy or ill health into a lower graded job they will generally be appointed to the highest spinal column point of

the lower grade, where appropriate, with salary protection to minimise the financial loss.

Publication of and access to Information Relating to Remuneration of Chief Officers

23. The Combined Authority will publish their Pay Policy Statement, following approval of the Cabinet, on the Combined Authority's website. In addition, remuneration related data associated with the Pay Policy Statement and Code of Recommended Practice for Local Authorities on Data Transparency will be published on the Council's website no later than 31st March and information related to the public sector equality duty no later than 30th June.

Tees Valley Combined Authority Investment Plan 2019-29 – One year on – January 2020

Introduction

The Tees Valley connects five boroughs, with the river Tees running through all the boroughs and forms a functioning economic geography. The whole is greater than the sum of its parts, which is why the five authorities have a long history of partnership working and why they acted to establish the Combined Authority.

Our Strategic Economic Plan ([click here](#)) sets out the area's ambition to drive the transition to a high-value, low-carbon, diversified and inclusive economy and sets out the ambition to unlock a net additional 25,000 jobs by 2026. It is essential that all Tees Valley residents can gain the skills and confidence they need and can travel to these job opportunities.

The Devolution Deal with Government in 2015 provided for the transfer of significant powers for employment and skills, transport, and investment. With the creation of the Combined Authority in 2016 and the Mayoral election in May 2017, Tees Valley established the first Mayoral Development Corporation outside of London. This devolution of powers and responsibilities has allowed the Combined Authority to create an Investment Fund, bringing together a £15m yearly allocation over 30 years to deliver a programme of transformational investment in the region.

The initial Tees Valley Combined Authority Investment Plan was agreed in March 2017 and set out our investment priorities for the period to 2021. A refreshed Investment Plan was agreed in January 2019 and set out the investment strategy for the period 2019-2029. This one year on Investment Plan update provides an overview of progress building on previous iterations and reaffirms our continued investment strategy for the period to 2029. The Investment Plan will continue to be reviewed annually in order to take account of changing economic circumstances, integrate new funding and investment opportunities, and determine the best use of our resources to maximise the potential of the Tees Valley.

The overall sum of our **Investment Plan over the period 2019-29 is £588.2m** which will see us deliver significant benefits to the Tees Valley. The total impact of delivering the Investment Plan will be in the order of **16,475** direct jobs and **£1,480m of additional cumulative annual output (GVA)**, over its lifetime. It is essential that our focus is maintained on delivering economic growth if we are to fulfil our ambitions for the Tees Valley economy.

Our activity is therefore prioritised across six growth generating themes:

- Transport
- Education, Employment and Skills
- Business Growth
- Culture & Tourism
- Research, Development, & Innovation

- Place

The general approach taken in preparing the financial basis for the Plan has been prudently balanced with our ambition to commit funding to deliver transformational activity. The detailed funding cash flow for the Investment Plan is set out in Appendix 1. The assumptions used for this planning figure are detailed in the section *Our Resources*.

The Tees Valley Ten Year Investment Plan

The unique mix of assets and strengths across the five Tees Valley boroughs provides an opportunity to build a diverse and inclusive economy for both Tees Valley businesses and residents alike. However, there are several challenges that need to be addressed in order to realise this ambition:

- Ensuring that residents, no matter where they live in the Tees Valley, can access all job opportunities;
- Ensuring we have an appropriately skilled workforce for business needs today and in the future; and
- Ensuring that there is a supportive business environment where businesses can start-up, grow and innovate.

Our Investment Plan sets out, at a high level, the transformational investments that the Tees Valley Combined Authority will commit resources to, subject to the detailed consideration and appraisal of project business cases. Our investments will tackle these challenges and drive growth in line with the vision outlined in our Strategic Economic Plan ([click here](#)). The productivity challenges and opportunities facing the region are detailed in our draft Local Industrial Strategy, which was agreed by the Tees Valley Combined Authority Cabinet in July 2019. Our plan is to work with government over the coming months to identify shared priorities and interventions that can enhance the use of our local resources to achieve a step change in the Tees Valley economy.

Some of our proposed interventions, at this stage, are still project ideas and may not prove to be feasible, others are further advanced and well evidenced. The Investment Plan is not intended to be an exhaustive list of activity, as new opportunities will arise over the ten year period of the plan. It does, however, identify the key activity that we know now could be transformational and is therefore deserving of investment.

Prioritisation has been undertaken to ensure that our investment goes into projects that will unlock transformational change, specifically projects that will have a significant impact on growing the Tees Valley economy. The initial priorities within the thematic areas are detailed in the thematic sections that follow and our current priorities are identified in Appendix 2.

Our Resources

The ten year planning figure used in this Investment Plan 2019-29 is £588.2m. The general approach taken in preparing the financial basis for the Investment Plan has been prudently balanced with our ambition to commit funding to deliver transformational activity. The assumptions used for this planning figure are:

- Local Growth Fund (LGF) ceases at the end of 2020/21.
- European Structural Investment Funds (ESIF) (guaranteed by Government post Brexit) cease at the end of Dec 2023.
- A successor fund for LGF and ESIF – is expected to start in 2021/22;
- Transport funding for activities (such as Transforming Cities Fund) will continue in some shape or form at current levels.
- Devolution Deal monies at £15m p.a. 30 year commitment. This long term commitment from Government enables the Combined Authority to borrow funds to unlock growth in the earlier years when it is critical to developing our economy. A total of £277m is scheduled to be borrowed over the Plan period.
- Enterprise Zone income is projected at £56m during the Plan period – this is based on rates currently being collected, together with known projects currently under construction (such as MGT and TeesAMP), other potential projects during the Plan period are not accounted for.
- Returns in investment and loan repayments which are based on current schedules.
- Some miscellaneous grants and income such as LEP core funding.

Beyond this Plan period there remains £75m (of Devolution monies and EZ income) available for investment through to 2046, excluding any further funding from Government.

Table 1 below identifies the funding allocated in the 2017 Investment Plan and the resources that are uncommitted from that Plan period, given the overlap with this new Plan, together with the allocations against each priority theme for the period 2019 – 2029.

Table 1: Tees Valley Investment Plan resources and allocation 2019-29

Theme	Uncommitted TVCA Funds from 2017-21 to carry forward to 2019 – 29 Investment Plan £	2019-29 Investment Plan Allocations £
Transport	7,257,762 ¹	256,700,000
Education, Employment & Skills	531,986 ²	55,000,000
Business Growth (Inc. enabling infrastructure)	22,173,985	146,500,000
Culture & Tourism	5,432,299	60,000,000
Research, Development & Innovation	5,717,089	20,000,000
Place		50,000,000
Total Direct Investment	41,113,121	588,200,000

Programmes and projects have already been approved by Cabinet, approved in principle (subject to business case and appraisal) by Cabinet or are presented through this Investment Plan with an initial allocation earmarked in the Plan are identified in ***bold italics***. Under our Assurance Framework ([click here](#)) these programmes and projects will be considered in detail through our delegated decision route.

How We Will Use Our Funds

Some funding available to the Combined Authority can only be used for specific purposes, such as the Transforming Cities Fund. Wherever possible, projects will be delivered on a commercial basis, we are moving to a position where grant funding will become a last resort. However, we recognise that for investments in certain thematic areas grants will still be required. We would expect any partners that are leading on projects to have explored all other funding opportunities, though, we do recognise that our support can be used to unlock other sources of funding.

This Investment Plan update continues to utilise borrowing against our future Devolution monies and Enterprise Zone income, in order to accelerate investment and maximise opportunities that are available now. Addressing the significant economic challenges that are facing the

¹ Does not include LTP or concessionary fares of £988.45m which are pass-ported to the five Local Authorities

² Does not include Adult Education Budget of £285m which can only be spent on 19+ education

area, at present, rather than waiting for 15- 20 years to use funding at that point in time. This was the basis on which the Devolution Deal with Government was agreed.

Securing Additional Resources

The Programme of Investment, outlined in this Investment Plan update, only allocates funds that are under the control of the Combined Authority. In addition, a wide range of public sector funding opportunities are and will be available over the period of the plan. The scale of our ambition for growth and the challenges that need to be addressed in order to realise our vision will require additional funding.

The Combined Authority will, therefore, seek to influence the allocation of national funding and will submit proposals, where appropriate, to unlock further funds. Some of our large scale transformational transport schemes will require national funding, particularly those that are linked to the national strategic road network. Our funds will, in some cases, be used to enable development works to progress and to provide a local contribution alongside national funding. During the period of the plan we will continue to discuss with Government, the opportunity for the further devolution of central government resources, including successor European Structural and Investment Funds and the replacement for the Local Growth Fund.

The Case for Increased Devolved Resources

European Structural and Investment Funds (ESIF) have been essential to delivering economic growth in Tees Valley. Alongside our devolved Investment Fund, they are enabling us to deliver an economic shift, by creating the conditions for a high value, high wage economy, with low levels of welfare dependency.

However, we know that there are also short-comings with ESIF. Not least, that levels of central control do not allow for flexible decision making about how the funds are best spent at a local level. It is therefore important that successor arrangements are fully devolved to Mayoral Combined Authorities. This will enable the alignment of regional economic growth funds and ensure that we maximise the impact of interventions at the local level.

Tees Valley was identified as a 'Transition Region' in the current ESIF programme. This saw us receive the second highest allocation of funds nationally, recognising the scale of the challenge that exists here. The funds have been supporting us to move from a heavy industrial economy, to a more modern business and employment base, utilising new technologies and low carbon energy solutions. Based upon the methodology for allocating ESIF resources, the Tees Valley would now be classified as a 'Less Developed Region', entitling the region to a higher allocation, which demonstrates increasing regional disparities.

Delivering the level of economic change needed in areas like Tees Valley can take many years to achieve, as our economic structures undergo a fundamental shift and at the same time we continue to respond to changes in our economy. Whilst the ESIF resources have added considerable value, economic challenges remain, and it will be critical to ensure that the added value of ESIF resources are not lost through successor arrangements.

The Combined Authority is clear that successor arrangements should be based on the following:

- Areas receive funding that is at least equal to the amount previously allocated through ESIF, plus a reasonable additional amount to reflect the change in economic circumstances, match funding requirements of ESIF and the loss of the Local Growth Fund (which finishes at the end of 2020/21) – for Tees Valley this equates to £45m p.a.;
- There is a principle of devolution, enabling regions such as Tees Valley to benefit from the maximum level of local control, where we have demonstrated robust governance arrangements and our ability to use devolved funding to address local needs and opportunities;
- Resources come without ring-fences, enabling local leaders to identify the priorities for spend, and respond to changing needs and opportunities over time;
- We receive a multi annual allocation, which matches at a minimum, the current EU budgetary period of 7 years, to ensure that transformational activity can be planned and delivered across the programme period;
- It will also be essential that resources can address local need, reduce regional imbalances, and realise regional economic potential to increase productivity and deliver sustainable economic growth; and
- GVA (per capita), as an indicator of the area's journey towards a modern economy through industrial restructuring, will be an important measure to determine the allocation of future funding. Alongside this, measures relating to business density, start-ups and survival rates will be important, as will indicators that measure innovation activity, such as R&D investment and export activity. Levels of unemployment, wage levels and skills, will also be essential to understand the gap in productivity, levels of poverty, and to address the challenges experienced in low-income households, including the barriers to entering the workforce. It is noteworthy that at least 50% of the areas' receiving the most from ESIF resources have seen improvements (faster than the UK average) in both pay and employment levels. This shows how essential these funds are in helping to deliver economic growth and highlights the risk to these areas if the resources are not replaced.

Transport

Strategic Economic Plan Aim

To improve connectivity within Tees Valley, across the Northern Powerhouse, the UK and the world.

In January 2020 we will adopt our new Strategic Transport Plan, which has been developed following a public consultation. Delivering a world-class transport system that is fit for the future is a critical enabler for the success of the area. The focus of the plan is on improving the transport system for local people and businesses ensuring integration between different transport modes, which is essential to meets the needs of:

- Residents to access jobs, education and skills, health facilities, shopping and cultural and leisure opportunities;
- Businesses to have access to the workforce and to ensure that they can move and receive goods in the most productive way;
- Visitors to the area to have easy access to cultural and leisure attractions; and
- Businesses to attract inward investment to the area.

The Strategic Transport Plan's Vision is to:

Provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley.

It has long been recognised that transport is a means to an end, not an end in itself. In recognition of this we have developed the Strategic Transport Plan to deliver three broad objectives:

- **Social Opportunity** – Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing
- **Economic Growth** – Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, and helping businesses to grow and flourish
- **Carbon Reduction & Environment** – Reducing carbon emissions, minimising the impact of the transport network on the environment and supporting the legislative requirements to reduce air and noise pollution

Teesside International Airport is a significant asset for the Tees Valley and its wider catchment area. It retains critical connections for local business and opportunities for visitors and tourists both inward and outward. The Combined Authority has taken the airport into public ownership and entered into a partnership with the Stobart Group.

We have set the following targets for the airport:

- Attraction of ten additional routes by 2022 of which:
 - < 50% are chartered
 - < 50% are scheduled
- The attraction of a low cost carrier by 2022
- The increase in freight tonnage up to 500 tonnes per annum by 2023
- The tenfold increase in passenger numbers by 2023 of which:
 - < 25% are business passengers
 - < 75% are recreational passengers (of whom 25% are visitors to the region)

Progress to Date

Since 2019, the Tees Valley Combined Authority has continued to develop its Integrated Transport Programme, in order to deliver the vision, set out in the Strategic Transport Plan. Highlights of programme activity to date include:

- The acquisition of Teesside International Airport in early 2019. A business plan is now in place to deliver against the targets for the airport;
- Successful delivery of an £11.5m package of cycling and walking schemes;
- Completion of the business case for the new A19 Tees Crossing;
- Completion of the business case for Darlington Station master plan improvements with a £25m funding commitment towards the scheme;
- On-going development work on the business case for the Darlington Northern Link Road;
- On-going development work on the business case for Middlesbrough Station master plan improvements with a £22.5m funding commitment towards the scheme;
- On-going development work on the business case for rail gauge enhancement on the Eaglescliffe to Northallerton line to facilitate more freight movements by rail; and
- Development of a new demand responsive bus service pilot to provide better access for some of the rural communities in Darlington and Stockton-on-Tees, Hartlepool and Redcar & Cleveland.

Our resources for Transport - £256.7m (excluding LTP and concessionary fares funding)

Our Priorities

International connectivity:

- **Teesside International Airport - £80.6m (includes additional £6m for station development out of TCF)**
 - **Route development**
 - **Station development**
 - **Ongoing capital works**

Major roads:

- New A19 Tees Crossing (development costs)
- Darlington Northern Link Road
- Improved east-west connectivity along the A66 corridor from the A1M to Teesport
- **A19, grade separated junction, Elwick bypass and Hartlepool Western Link - £4.8m**
- **A689 Wynyard Corridor Improvements - £4.7m**

National rail:

- **Darlington Station master plan improvements - £25m**
- **Middlesbrough Station master plan improvements - £22.5m**
- Rail gauge enhancement on the Eaglescliffe to Northallerton line to facilitate more freight movements by rail

Local journeys and connecting economic centres:

- **Implementing a demand responsive bus service pilot - £3.1m**
- **Hartlepool Station Capacity – up to £1.5m**
- **Eaglescliffe Station Western Gateway – up to £8.6m**
- **Billingham Station Accessibility - £1m**
- **Urban Traffic Management and Control System to improve the movement of traffic - £3.5m**
- **Cycling and walking infrastructure - £4m**
- **Bus corridor improvements - £4m**
- **Facilitating the uptake of electric vehicles - £2m**
- **Wheels to Work project - £260k**
- **New partnership with bus operators - £3m**
- **Supporting the roll-out of hydrogen trains - £2m**

Potential future priorities

- Investigating the feasibility of a parkway station in the vicinity of Nunthorpe
- Redcar Central Station access improvements
- Consideration of rail connectivity to the South Tees Development Corporation site

Additional funding sources, including:

- Department for Transport

- Network Rail
- Highways England
- Homes England
- Office for Low Emission Vehicles
- Transport for the North
- National Productivity Investment Fund
- European Structural and Investment Funds
- Private sector

What this will deliver:

- Unlock 2,600 jobs and an additional £472m GVA within the economy

Education, Employment and Skills

Strategic Economic Plan Aim

To increase educational attainment, produce the skilled workforce that businesses need and increase lifetime opportunities for our residents.

Inspiring Our Future ([click here](#)), our plan to build the skills we need for a modern economy, was published in 2018 and set out the priority themes including:

- Supporting education innovation and collaboration
- Developing a skills system for business growth
- Addressing long-term unemployment
- Transforming careers and enterprise education
- Challenging and supporting businesses as an integral element to achieving success
- Enhancing the Higher Education role in driving economic growth

Inspiring Our Future set out our revenue investment in Education, Employment and Skills for the period 2017-21. This investment would address the significant education, employment and skills challenges in the Tees Valley, which are:

- Skills shortages across most of our key sectors
- Fewer learners choosing science, technology, engineering and maths and fewer achieving higher grades in these subjects compared to national averages at secondary level
- 52% of our secondary schools are rated good or better by Ofsted compared to 91% of Tees Valley of our primary schools

- Higher levels of unemployment compared to national averages – this makes up part of our productivity gap – 5.2% compared to 3.1% nationally
- Youth unemployment (16-24 years) rate double the national average – 6% compared to 3% nationally
- Under-employment, highlighting a mismatch between the skills residents have and those that businesses need

Progress to Date

During 2019 we have:

- Made good progress in implementing the Inspiring Our Future Delivery Plan
- Reviewed and implemented a new Apprenticeship Support for Employers grant to pilot supporting progression in apprenticeships. Since January 2019 we have supported 104 apprenticeships through our Apprenticeship Support for Employers grant
- Fully implemented the DWP Innovation Pilot Routes to Work. In 2019, the initiative has engaged with over 1,100 residents and supported over 175 into employment.
- Engaged every 11-18 education establishment in our careers initiative Tees Valley Careers.com
 - In September 2019, we were awarded an extension to the initial Careers Hub pilot which included 35 schools. This extension has subsequently enabled all 70 age 11-18 schools and colleges in Tees Valley to participate and benefit
 - Hosted monthly careers events for education establishments including our annual Tees Valley Skills & STEM event in July 2019 attended by more than 1,000 year 9 -13 pupils
 - Hosted our first SEND Careers & Skills event in June 2019 which was attended by 350 students from 9 Tees Valley SEND schools
 - Supported 177 education establishment careers events and activities
 - Engaged 800 employers to support careers education within our schools and colleges
 - Supported the Primary Engineers Leaders Award STEM programme which received 2,000 entries from primary students from across the Tees Valley
- Successfully implemented adult skills provision with the £29.5m devolved Adult Education Budget (AEB)
 - Commissioned 33 training providers to deliver AEB adult skills provision to Tees Valley residents
 - Utilised the devolved AEB from August to train over 6,000 Tees Valley residents
- Implemented the £2m Education Collaboration and Innovation Fund
- Approved the Northern School of Art Middlesbrough Further Education Relocation
- Developed the Capital Investment plan for Hartlepool ISQ Phase 2
- Fully committed the remaining £21.7m Tees Valley ESF allocation
 - Committed a further £21.46m of the Tees Valley ESF allocation to the ESFA ESF Round 2 Co-Financing
- Been awarded apprenticeship organisation of the year at the BAME Business Awards

- Nominated for three national careers awards including; Hub of the year, Partnership of the year and SEND Champion of the year. 1st, 2nd and third place prizes were won.

The aims for the period to 2021 are to:

- Support more employers to reach our target of 1,000 businesses to engage with TeesValleyCareers.com careers initiative
- Work with key employers from priority and high demand business sectors to define skills demand and respond accordingly
- Assist 1,400 long-term unemployed Tees Valley residents to move towards gaining work
- Increase the number of secondary schools achieving Ofsted Good and Outstanding in line with the national average
- In our capacity as Intermediate Body, support the DWP, the Managing Authority, to finalise the appraisal processes for the current ESF Direct Bid Open Calls
- Review the Apprenticeship Support for Employers grant to address reduction and shift of business emphasis of apprenticeship creation
- Implement a 15-19 NEET support programme
- Extend careers education into primary schools
- Finalise and approve the investment required for Hartlepool ISQ Phase 2
- Maximise future central government opportunities; traineeships, skills capital funding and T levels
- Prepare for a proposal for an Institute of Technology or similar opportunity from central government focused around Digital Process and Offshore technologies
- Develop a strategic plan for future investment to 2029
- Develop a strategy for implementation of successor funds that will continue to deliver inclusive Economic Growth
- Provide better support to Apprenticeship levy-paying employers to maximise the use of the apprenticeship levy

Achieving sustained impacts in this area of activity requires a longer term commitment than we were in a position to give in our Inspiring Our Future plan. This Investment Plan provides a longer term commitment with a programme of investment through to 2029.

Our resources for Education, Employment and Skills - £55m (with a further £285m anticipated for Adult Education Budget)

Our Investment Priorities

The Investment Plan allocation is for activity commencing in 2021/22 as the previous Investment Plan allocation is still being utilised through to the end of 2020/21. The programmes and activities that are currently under way will help to inform future national policy and investment in Education, Employment and Skills. Each activity will be subject to evaluation and new programme activity will be developed / commissioned over this plan period to build on the lessons learnt, continue programmes that are working well and adapt programmes to meet new challenges and opportunities.

Additional funding sources, including:

- Department for Work and Pensions
- Education and Skills Funding Agency
- The Office for Students
- National Lottery Community Fund
- ESF Reserve Fund
- The Careers & Enterprise Company
- Department of Education
- Department for Culture, Media and Sport

What this will deliver:

- Support 5,625 jobs and an additional £462m GVA in the economy.

Business Growth

Strategic Economic Plan Aim

To diversify the economy, support more business start-ups, develop high growth potential businesses and key growth sectors.

Since the Strategic Economic Plan in 2016 we have an additional 1,265 businesses in Tees Valley with 17,765 business enterprises in 2019, including 17,675 SMEs. Tees Valley's business density (number of businesses per 1,000 population) is the second lowest of all Local Enterprise Partnership areas. Most (88%) Tees Valley businesses are micro (employing fewer than ten people). However, more than one third (36%) of private sector workers are in firms employing more than 250 staff and 31% work in very large companies employing more than 500.

The Local Industrial Strategy will identify, in detail, the productivity challenges and opportunities and it is critical that we have resources available to address them. In addition, we will access external funding and work with partners and the private sector to access funding opportunities targeted at productivity improvements such as through the Industrial Strategy Challenge Funds.

Businesses are currently facing high levels of uncertainties. It is now even more critical that we can provide a supportive business environment to encourage inward investment, the growth of existing businesses and the creation of new businesses. Whilst we have experienced a net additional increase in jobs of 3,100 between June 2018 to June 2019 to achieve the net additional 25,000 jobs target by 2026, we will need to sustain and increase the level of jobs growth each year.

Progress to Date

Since the first Combined Authority Investment Plan significant European funds have been invested in Business Growth. Tees Valley has allocated £19.5m ERDF to the Northern Powerhouse Investment Fund and £12.9m to the Tees Valley Business Compass Growth service commissioned by the Combined Authority. Additionally, European funds are supporting the delivery of start-up advice and SSI funds are now being used to provide start-up grants across Tees Valley, building on the success of the scheme for former SSI and supply chain workers. In total, 373 businesses have been supported to start up through these schemes to date (end December 2019).

- The Combined Authority has worked with companies to create and safeguard a total of 1,784 jobs through more than £178m of private sector investment. At present there are investment projects which have already started which will create and safeguard a further 868 jobs with a combined private sector investment of over £1.2bn. Additionally, there are over 7,000 further jobs identified in the 2020-22 pipeline of projects.
- The Tees Valley Capital Grant scheme and SSI Supply chain schemes, provided by the SSI Task Force, has made grant offers against £59m of private sector business investment to create and safeguard 1,669 jobs, of which 1,142 have been achieved to date.
- In the period to September 2019 Tees Valley Business Growth activity has undertaken more than 1,200 detailed company diagnostics and supported 436 SMEs to the value of £5.4m against projects totalling almost £15.7m, leveraging an additional £10.2m of private capital investment.
- The Northern Powerhouse has invested £12.7m (as at September 2019) into Tees Valley companies. This represents 9.3% of the total invested across the entire Northern Powerhouse, whilst Tees Valley is home to only 4% of SMEs eligible for funding.

The South Tees Development Corporation is the single biggest development opportunity in the UK. Significant progress is being made towards its vision – to realise a world-class industrial business park focused on clean energy, advanced technologies and the circular economy, to create 20,000 new jobs and contribute an additional £1billion per annum to the Tees Valley economy.

In February 2019 a landmark deal was reached to acquire more than half of all the developable land on the South Tees Development Corporation site from Tata Steel Europe. At 1,420 acres, it represents an area about the size of Gibraltar. Negotiations to secure the 870 acres of land at the former SSI steelworks has been ongoing with the three banks in Thailand who hold a charge over SSI UK's assets. In April 2019 the South Tees Development Corporation signed an executive order to commence Compulsory Purchase proceedings to bring the land back into public ownership.

The site is attracting significant global interest and has generated more than 100 serious enquiries, with a potential first-phase pipeline of more than £10billion. Projects already announced for the site include part of Sirius Minerals' £3.2billion Woodsmith Mine scheme, which will provide access to export for the world's largest Polyhalite Mine, delivered by a 23-mile tunnel and conveyor system from its mine in North Yorkshire. The clean gas project led by OGCI Climate Investments, a consortium of six global energy giants, will be the world's first gas-powered energy plant to deploy full-chain carbon capture, utilisation and storage at scale. Yorkshire firm PMAC is also bringing a £250million waste-to-energy

plant to the area. Also nearing completion on the site is MGT's £650million biomass power plant, the largest of its kind in the world. This has supported 600 jobs during construction, with 100 expected during operation.

Our resources for Business Growth- £146.5m

Our Initial Investment Priorities

Support Business Growth - £30m

- ***Attract and support new businesses to Tees Valley***
- ***Support companies to introduce new products or processes***
- ***Support start-ups and the growth of new and existing businesses***
- ***Offer consistent support in Tees Valley for SMEs and large companies***
- ***Build upon the success of Business Compass, by launching the new Tees Valley Business Gateway, supported by new grant and business finance programmes.***

Unlock Sites for Business - £116.5m

- Secure strategic sites within the South Tees Development Corporation area
- Site infrastructure
- Business accommodation to unlock key sectors' growth
- Focus on bringing forward brown field land

Initial Strategic Project Priorities

- ***STDC site (infrastructure and land acquisition) - £56.5m***
- ***Riverside Northshore Development – up to £20m***
- ***BoHo 'The Digital City' – up to £20m***
- ***Revitalising Redcar & Cleveland – up to £20m***

Additional funding sources, including:

- Department for Business, Energy, Innovation and Skills
- Ministry for Housing, Communities, and Local Government
- Private Sector

What this will deliver:

- Create 4,400 jobs and an additional £277m GVA within the economy.

Culture and Tourism

Strategic Economic Plan Aim

To build cultural vibrancy in our communities and change external perceptions of Tees Valley through the arts, cultural and leisure offer whilst creating places that attract and retain businesses and business leaders and make the area more attractive to investors, workers and visitors.

The Strategic Economic Plan recognises the important role that the arts, culture tourism and leisure offer must play in shaping the quality of the Tees Valley proposition and making it an attractive place, to invest, work, live and visit. Culture can help to create places that attract and retain businesses and business leaders, while maximising the use of arts, cultural, heritage, rural, maritime and natural assets to create jobs and attract more, higher spending visitors. Cultural development will boost employment and diversify industry through the growth of creative industries; shaping a vibrant, enriching environment in which communities prosper.

Progress to date

Since 2019, significant progress has continued to be made across our programme of cultural and tourism activity. Tees Valley attracts as many day visitors as Newcastle and Gateshead but doesn't attract the overnight stays and national profile. Enjoy Tees Valley is working to address this. It is aiming to attract more than 20m people to the region and add £1bn per year to the local economy by 2021. The latest data available shows, that in total, 2018 saw 19.85 million people visit the region, which was up by 1% on 2017. Visitor expenditure in Tees Valley now stands at £962.34 million. The number of people directly employed in tourism in Tees Valley in 2018 stood at 9,427 which was up by 1% on 2017. Overnight visitors to Tees Valley stands at 2.09 million with visitors spending 4.81 million nights in the region.

A series of strategic festivals and events have been supported including the Stockton International Riverside Festival, the Festival of Thrift at Kirkleatham, Hartlepool Waterfront Festival, Middlesbrough Art Weekender and Nightfall in Stockton. Our support has also enabled the continued growth of Tees Valley as a destination host for major music events including Take That at The Riverside Stadium; Jess Glynn at Mowden Park and Radio One's Big Weekend at in Middlesbrough with 71,000 tickets being sold (85% of which went to local people) and received wide coverage across BBC platforms.

Growing the skills, capacity and connectivity of the culture sector continues to be a priority and 2019 saw the delivery of the first year of a three-year screen industries development programme, Tees Valley Screen. Designed and delivered by Northern Film and Media, the project is working to develop the skills and profile of Tees Valley-based screen industries professionals; develop partnerships with national bodies such

as Channel 4 and the British Film Institute and promote Tees Valley as a filming location. In June 2019, scenes for major motion picture, 1917 (directed by Sam Mendes) were shot at the Tees Barrage with the production company spending 2 weeks in the region. A variety of other location filming projects have contributed to an investment figure of £1.4m to Tees Valley in 2019.

The Tees Valley bid to become a host of Rugby League World Cup in 2021 was successful and we continue to work with partners to prepare for a significant match at The Riverside Stadium. Mowden Park will also be the training ground for one of the international teams for the duration of the tournament, creating valuable opportunities for community engagement and media exposure. Rockcliffe Hall will host the team throughout its stay in Tees Valley. Tickets to the UK's biggest sporting event in 2021 will go on sale in July 2020. Further building on our capabilities as a sporting destination, we welcomed the National Premier League Tennis Finals to the region in May 2019 and worked with Stockton Borough Council to host the Great Tees Valley City Games in September 2019. The City Games package included 90 minutes of prime-time TV coverage on BBC with average viewing figures of 610k peaking at 1 million and attracted 16,000 visitors and 1,596 participants over the weekend.

£20m has been committed to regenerate Hartlepool Waterfront as a landmark destination with a mix of leisure and visitor facilities, including a hotel, water activity centre and new visitor attraction to complement the restaurants, cafes, bars and shops within the wider Hartlepool Marina area.

2025 will mark the 200th anniversary of the opening of the Stockton & Darlington Railway (S&DR), and the region will host a celebration of local, national and international importance. An ongoing S&DR programme has been developed with partners to establish the 26 mile line as a world class heritage attraction which provides a distinctive experience for visitors and residents. This will contribute to the economic growth of the area, using heritage as a catalyst to drive regeneration. The Combined Authority has also committed £20m investment into the Darlington Railway Heritage Quarter Project which will see the creation of a major visitor centre attraction that tells the story of the railway and will see our unique and authentic heritage reimaged with a strong narrative, varied interpretation, reimaged spaces and new experiences to engage a wider audience.

Award-winning company Zest Theatre developed their new show, Youthquake, with over 500 young people from Tees Valley. This contributed to wider research and development activity with young people elsewhere in the country to inspire and inform the final show. Following a hugely successful national tour, Youthquake will return to Tees Valley in January 2020, with venue partners in each of the five boroughs. In each area, a local youth cast will perform alongside the professional company.

Our resources for Culture and Tourism - £60m

Our Priorities

Over the next five years, new partnerships will be cultivated, the importance of culture will be elevated, routes for progress will be mapped and opportunities for achieving cultural excellence will be identified. The Tees Valley Local Authorities, working in partnership with the Combined Authority, have made clear their ambitious commitment to investing in culture to achieve transformation in the region and our forward programme will focus on maximising the impacts of this investment:

- Building capacity and sustainability in our arts and culture sector
- Cultivating a thriving, distinctive and robust cultural ecology – a vibrant region
- Strengthening Tees Valley's offer and profile as a distinctive and engaging cultural destination, growing the visitor economy
- Significant inward investment
- Business growth, organisational resilience and cross-sector connectivity
- Increased participation and engagement in culture through greater equality of access to culture
- Strong cultural partnerships and collaboration
- High Quality heritage and cultural assets transforming the way Tees Valley tells its story and the visitor experience

Priority Projects

Programme activities - £20m: to support the development of Tees Valley wide cultural delivery.

Capital Programme - £40m:

- ***Maritime: Hartlepool Waterfront (including NMRN) - up to £20m***
- ***Heritage: Stockton and Darlington Railway Heritage – up to £20m***

Additional funding sources, including:

- Arts Council England
- Heritage Lottery Fund
- Department for Culture, Museums and Sport
- Museums National Portfolio Organisations
- Private Sector
- Trusts and Foundations
- Visit Britain

What this will deliver:

- Create 2,000 new jobs and an additional £126m GVA in the economy
- Attract new domestic and international visitors to the Tees Valley - 20m by 2021 and up to 23m by 2029
- Increase visitor expenditure into Tees Valley to £1bn by 2021

Research, Development, & Innovation

Strategic Economic Plan Aim

To introduce new processes and practices which reduce carbon emissions, increase productivity and the availability of high value jobs.

Tees Valley has a strong innovation base from which to drive economic growth, establishing the region at the forefront of the clean growth agenda with the development of significant UK energy assets and the pursuit of an industrial decarbonisation and utilisation network that will secure a sustainable future, will make Tees Valley the location of choice for business.

In order to maximise the impact of innovation and the region's funds, we plan to invest under two guiding principles:

- Invest in activities which drive collaboration across the region's companies and innovation base, creating clusters which have the capacity to bid into national funding initiatives. Directly support these clusters to target and bid into national programmes where they align with regional priorities.
- Invest in activities which amplify the work of the regions research and innovation centres and focus the impacts in the Tees Valley. Focusing investment on activities which derive regional economic impact and reduce harmful emissions.

Our Tees Valley Innovation Strategy (2015) ([click here](#)) clearly identifies our strengths and focus for innovation in:

Advanced manufacture

Advanced materials
Low carbon
Engineering design
Offshore

Healthcare

Biologics and biopharmaceuticals
Digital care and assistive technology

Process and Energy

Carbon storage, utilisation and storage
Sustainable chemical, energy from waste including polymers and hydrogen

Biorefining, formulation and biotechnology

Digital

Animation, computer gaming, simulation and visualisation

Industrial digitalisation

Progress to date

The Tees Valley is the leading region in the UK to deploy transformational Carbon Capture and Storage Technology in its European leading industrial cluster. The Tees Valley has attracted 6 major oil and gas companies to develop the UK's first CCS equipped power station, a network of pipes to transport CO₂, and CO₂ capture at industrial plants. This project, led by BP, will be the backbone of the region's decarbonisation plans and will put Tees Valley at the forefront of low carbon industrial growth and the first cluster to achieve net-zero CO₂ emissions by 2040.

Tees Valley produces more than half of the UK's hydrogen. This is stored in cavities, transported across Tees Valley via 17km of pipes and supplied to the rest of the country. By removing CO₂ from hydrogen production via a Carbon Capture Utilisation and Storage (CCUS) network we can cost-effectively be the main supplier of low-carbon fuel to the UK. This can be used to power cars, buses, trucks and trains, replace natural gas to heat our homes, and be used by industry to create new products. We are progressing a pilot of the UK's first hydrogen trains with Northern Rail and have successfully bid for £1.3m from OLEV to build two hydrogen refuelling stations which will be used to support our ambitions to be a national leader in hydrogen and clean energy and will support the Tees Port to transition to a low carbon port.

Tees Valley is also being considered as a location for the demonstration and development of hydrogen fuelled domestic appliances within the national Hy4heat programme. The Dogger Bank Wind Farm, as a significant renewable energy supply, offers opportunities for further decarbonisation of industry, homes and transport and can be linked to the development of a hydrogen and electrically based energy system in the region.

The area's capability in nuclear with the EDF power plant at Hartlepool and materials research facilities mean that the Tees Valley is ideally placed to build on its expertise in order to take forward the future of the sector, including the development of fusion technologies and innovative approaches to nuclear power, such as small modular reactor development. Having a ready nuclear licenced site at Hartlepool, the area is regarded as an "oven ready" location for the future development of the nuclear sector.

Tees Valley collaborates with Local Enterprise Partnerships on areas of common interest. Since 2017, we have led the development of a Science Innovation Audit for the Chemicals and Process sector across the Northern Powerhouse LEPS, led the development of the NP11 Clean Energy strategy, co-ordinated the North East Yorkshire and Humber Energy hub and the Rural Community Energy Fund.

These interventions demonstrate how critical the Chemicals and Processing sector is to UK manufacturing and the delivery of the National Industrial Strategy. Together with the Tees Valley Chemical and Process Sector Action Plan ([click here](#)) our approach seeks to reinforce the Chemicals and Processing sector's position as a globally competitive sector within the Tees Valley and provides an extremely detailed evidence base for the sector to take forward activities for productivity improvement, including Industrial Digitalisation and a new digitally based Institute of Technology.

Our resources for Research, Development & Innovation - £20m

Our Investment Priorities

- Energy production, storage and efficiency
- Significant carbon reduction
- Sector and supply chain support
- Innovation cluster development
- Innovation infrastructure
- Commercialisation of innovative technologies

Priority Projects

- ***Darlington Bio Incubator- £2.8m***
- ***Bio/life science innovation support - £4m***
- ***STDC Gateway - £6m***
- ***Hydrogen Transport - £2m***
- ***Digital cyber range - £2m***
- ***Tees Valley sector development and network leverage - £740k***

Additional funding sources, including:

- Industrial Strategy Challenge Funds
- Department for Business, Energy and Industrial Strategy
- Department for Transport
- Private Sector
- ERDF
- Economic and Social Research Council
- UK Research and Innovation

- Office for Low Emissions Vehicles
- The Office for Students
- NHS England

What this will deliver:

- Create 1,000 jobs and an additional £63m GVA in the economy.

Place – Investing in our Towns and Communities

Strategic Economic Plan Aim

To accelerate the supply of good quality homes across the whole housing market, revitalise our town centres and urban core, bring forward surplus public and blighted brownfield land for development and strengthen our commercial property offer.

The Strategic Economic Plan recognises the importance of place in creating vibrant, attractive and sustainable places that businesses, employers, and staff want to be, want to live and have a range of facilities that they expect. Ensuring a high quality environment where people and business thrive is a critical enabler of our Strategic Economic Plan and our Local Industrial Strategy. Our partners have long invested in not only upgrading town centres but remediating former industrial sites. The challenges facing our high streets, as with other towns across the country, need to be addressed with new and innovative approaches to the role of town centres. To support our ambitions, we must continue to invest in place to ensure that we continue to attract and retain the businesses and people we need and to draw visitors to the area.

Progress to Date

During 2019 greater recognition of the importance of place has been given at the national level with the launch of the Future High Street Fund. Darlington, Stockton, Loftus and Middlesbrough were shortlisted to progress to Business Case development stage of the Future High Street Fund. Funding available through the Future High Street Fund can be used by these areas to improve transport and access into town centres, convert empty retail units into new homes and workplaces, and invest in vital infrastructure. Darlington, Hartlepool, Middlesbrough, Redcar and Thornaby have been selected to develop proposals for Town Deals with up to £25m available per town to provide the investment and the impetus for long term renewal. It is anticipated that Town Deals will improve connectivity, provide vital social and cultural infrastructure and boost growth – with communities having a say on how the money is spent.

Each of the five boroughs that make up the Tees Valley has distinct economic assets and opportunities which lend themselves to particular investments. It is essential that we can unlock these opportunities for residents of the whole of Tees Valley. More than nine in ten of all residents live and work in the Tees Valley and it is critical that we ensure that a job in any part of the Tees Valley is available and accessible to all residents. If we can harness these assets and opportunities at the Tees Valley level they will combine to create a vibrant and diverse

economy and a place where people want to invest, work, live and visit. Our partner councils have ambitious programmes to invest in their communities, including capital investment programmes in the town centres and working with the private sector to create sustainable high quality jobs.

Indigenous Growth Fund - £50m

The Tees Valley Indigenous Growth Programme has been established to support localised activities that not only deliver local impact but collectively across Tees Valley deliver a significant regional impact, strengthening the area as a vibrant place to invest, work, live and visit. The Programme will promote area regeneration in support of economic growth in each of the five Tees Valley boroughs. The programme is led by the five Local Authorities which constitute the Tees Valley, with up to £2m a year of Combined Authority funding available in each borough for an initial five-year period (2019/20 – 2023/24).

The programme is administered under the Combined Authority's Assurance Framework at the Programme level with individual decisions on projects made at the local level. Local Authorities leading on developing their own programme for funding have indicated that project activity will be centred on gap capital support for:

- Remediation/regeneration of vacant and derelict land and property;
- Public realm initiatives aimed at creating vibrant town centres;
- Strategic housing initiatives aimed at creating vibrant town centres;
- Investment in the provision of specialist culture and tourism accommodation and fit out;
- Investment in the provision of specialist (sector specific) business accommodation and fit out; and
- Operating costs for discrete programmes designed to support associated capital expenditure

Authorities will also utilise the Indigenous Growth Fund to leverage other funding such as the Future High Street Fund and the Towns Fund.

What this will deliver:

- Create 1,250 jobs and deliver an additional £80m of GVA in the local economy.

Additional funding sources, including:

- Ministry of Housing, Communities and Local Government
- Department for Business, Energy and Industrial Strategy
- Department for Environment, Farming and Rural Affairs
- Department for Transport
- Department for Education
- Homes England

- Arts Council England
- Historic England
- Heritage Lottery
- Private sector

Monitoring and Evaluation

The Combined Authority's Monitoring and Evaluation Framework ([click here](#)) sets out in detail how we will monitor and evaluate our progress in delivering this Investment Plan. Monitoring will take place at a programme and project level, within themes and across the whole Plan. This forms part of our Assurance Framework with Government and meets the requirements of our Devolution Deal. More importantly, it will support the Annual Review of the Investment Plan and will help inform and shape activities to be supported moving forwards.

DRAFT

The Investment Plan Cash Flow

Appendix 1

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	TOTAL
EXPENDITURE	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m
Transport	50.4	18.1	25.0	30.0	32.5	21.8	20.3	19.5	19.5	19.6	256.7
Education, Employment & Skills	5.8	8.7	5.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	55.0
Business Growth (including enabling infrastructure)	58.7	16.8	19.0	19.0	18.0	3.0	3.0	3.0	3.0	3.0	146.5
Culture & Tourism	2.9	9.1	11.0	15.0	15.0	7.0					60.0
Research, Development & Innovation	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	20.0
Place	10.0	10.0	10.0	10.0	10.0						50.0
Sub total	129.8	64.7	72.5	81.0	82.5	38.8	30.3	29.5	29.5	29.6	588.2
Adult Education	20.0	29.4	29.5	29.4	29.5	29.4	29.5	29.4	29.5	29.4	285.0
Transport & Infrastructure (incl LTP & Con Fares)	30.4	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	30.5	304.9
Other Approved Projects & Programmes In Delivery	59.7	52.1	20.7	4.4	1.0	0.3	1.0	0.3	0.3	0.4	140.2
Core Running Costs	4.8	5.4	4.8	4.8	4.8	5.4	4.8	4.8	4.8	5.5	49.9
Loan Principal Repayment		1.5	3.3	5.1	6.8	8.8	14.4	9.7	9.9	10.2	69.7
Loan Interest		1.4	3.1	4.4	5.6	6.7	6.7	6.3	6.1	5.8	46.1
TOTAL EXPENDITURE	244.7	185.0	164.4	159.6	160.7	119.9	117.2	110.5	110.6	111.4	1,484.0
INCOME											
Reserves Opening Balance	78.9										78.9
Loan Repayments & Investment Returns	4.0	1.6	3.0	3.3	3.3	3.3	9.3	3.1	3.3	2.7	36.9
Local Growth Fund	9.4	14.2									23.6
Gainshare Funds	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	150.0
EZ Rates	2.9	5.4	5.6	5.9	6.0	6.0	6.0	6.0	6.0	6.0	55.8
Government Grants	20.3	6.6	2.6	12.5	11.5	11.5	11.5	11.5	11.5	11.5	111.0
Transforming Cities Fund	13.0	18.0	24.0	16.5	15.1	15.1	15.1	15.1	15.1	15.1	162.1
Adult Education Budget	20.0	29.4	29.5	29.4	29.5	29.4	29.5	29.4	29.5	29.4	285.0
Local Transport Plan	13.9	13.9	13.9	13.9	13.9	13.9	13.9	14.0	14.0	14.0	139.3
Concessionary Fares	16.5	16.6	16.6	16.6	16.6	16.6	16.6	16.5	16.5	16.5	165.6
Loans	51.8	64.3	54.2	46.5	49.8	10.2	0.0				276.8
TOTAL INCOME	245.7	185.0	164.4	159.6	160.7	121.0	116.9	110.6	110.9	110.2	1,485.0
NET	1.0	0.0	0.0	0.0	0.0	1.1	-0.3	0.1	0.3	-1.2	1.0
CUMULATIVE	1.0	1.0	1.0	1.0	1.0	2.1	1.8	1.9	2.2	1.0	

Post 2029 Position	£m
Gain Share 2029-46	255.0
EZ Income 2029-36	54.0
Available Income	309.0
Loan Payments 2029-46	234.3
Remaining available for investment	74.7

The Investment Plan Priorities at a Glance

Transport	Education, Employment and Skills	Business Growth	Culture and Tourism	Research, Development, & Innovation	Place
<i>Integrated transport - £256.7m (excluding LTP & concessionary fares funding)</i>	<i>£55m (with a further £285m anticipated for Adult Education Budget)</i>	<i>£146.5m (supporting Business Growth £30m & Unlocking Sites for Business £116.5m)</i>	<i>£60m (£20m programme & £40m capital projects)</i>	<i>£20m</i>	<i>£50m</i>

<p>International Connectivity:</p> <ul style="list-style-type: none"> • Teesside International Airport - £80.6m <p>Major Roads:</p> <ul style="list-style-type: none"> • New A19 Tees Crossing (development costs) • Darlington Northern Link Road • Improved east-west connectivity along the A66 corridor for A1M to Teesport • A19, grade separated junction, Elwick bypass and Hartlepool Western Link - £4.8m • A689 Wynyard Corridor Improvements - £4.7m <p>National Rail:</p> <ul style="list-style-type: none"> • Darlington Station master plan 		<p>Supporting Business Growth - £30m:</p> <ul style="list-style-type: none"> • Attract and support new businesses to Tees Valley • Support companies to introduce new products or processes • Support start-ups and the growth of new and existing businesses • Offer consistent support in Tees Valley for SMEs and large companies • Build upon the success of Business Compass, by launching the new Tees Valley Business Gateway, supported by new grant and business finance programmes. <p>Unlock Sites for Business - £116.5m:</p> <ul style="list-style-type: none"> • Secure strategic sites within the South Tees Development Corporation area • Site infrastructure 	<p>Culture Programme - £20m:</p> <ul style="list-style-type: none"> • To support the development of the Tees Valley wide cultural delivery. <p>Capital Programme - £40m:</p> <ul style="list-style-type: none"> • Maritime: Hartlepool Waterfront (including NMRN) - up to £20m • Heritage: Stockton and Darlington Railway 	<p>Investment Priorities:</p> <ul style="list-style-type: none"> • Energy production, storage and efficiency • Significant carbon reduction • Sector and supply chain support • Innovation cluster development • Innovation infrastructure • Commercialisation of innovative technologies <p>Priority Projects:</p> <ul style="list-style-type: none"> • Darlington Bio Incubator- £2.8m • Bio/life science innovation support - £4m • STDC Gateway - £6m • Hydrogen Transport - £2m • Digital cyber range - £2m • Tees Valley sector 	<p>Indigenous Growth Programme - £50m</p>
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<p>improvements - £25m</p> <ul style="list-style-type: none"> • Middlesbrough Station master plan improvements - £22.5m • Rail gauge enhancement on the Eaglescliffe to Northallerton line to facilitate more freight movements by rail <p>Local Journeys & Connecting Economic Centres:</p> <ul style="list-style-type: none"> • Implementing a demand responsive bus service pilot - £3.1m • Hartlepool Station Capacity – up to £1.5m • Eglescliffe Station Western Gateway – up to £8.6 • Billingham Station Accessibility - £1m • Urban Traffic Management and Control System to 		<ul style="list-style-type: none"> • Business accommodation to unlock key sectors' growth • Focus on bringing forward brown field land <p>Strategic Project Priorities:</p> <ul style="list-style-type: none"> • STDC site (infrastructure and land acquisition) - £56.5m • Riverside Northshore Development – up to £20m • BoHo 'The Digital City' – up to £20m • Revitalising Redcar & Cleveland – up to £20m 	<p>Heritage – up to £20m</p>	<p>development and network leverage - £740k</p>	
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<p>improve the movement of traffic - £3.5m</p> <ul style="list-style-type: none"> • Cycling and walking infrastructure - £4m • Bus corridor improvements - £4m • Facilitating the uptake of electric vehicles - £2m • Wheels to Work project - £260k • New partnership with bus operators - £3m • Supporting the roll-out of hydrogen trains - £2m <p>Potential Future Priorities:</p> <ul style="list-style-type: none"> • Investigating the feasibility of a parkway station in the vicinity of Nunthorpe • Redcar Central Station access improvements • Consideration of rail connectivity to the South Tees 					
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Development Corporation site					
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DRAFT

Investment Plan - Quarterly Performance Monitoring

Quarter 2 July - Sept 2019 - Overall Summary

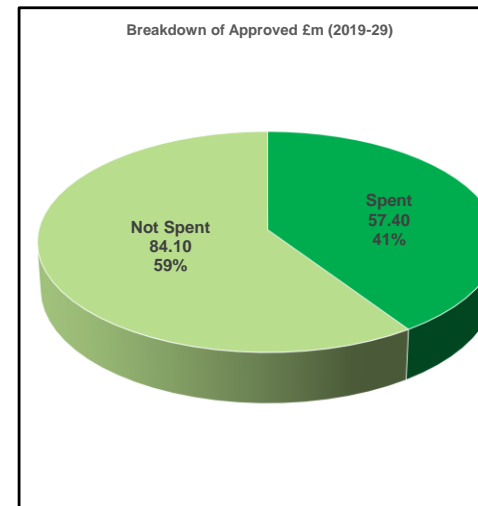
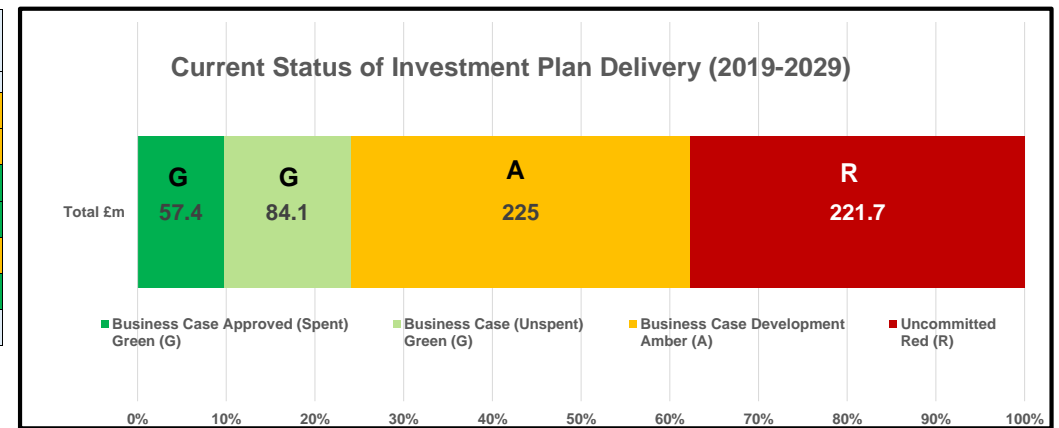
Ten-Year Investment Plan (2019-2029) Update at Q2 July - Sept 2019

TABLE 1) Investment Plan Allocations 2019-2029	2019/20	2020/21	2021/22	2022/23	2023/29	Total 2019/29	Total Previous Quarter	Change in Allocation Since Previous Quarter	Investment Plan Risk Rating	
	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m		
Transport	50.4	18.1	25.0	29.8	133.4	256.7	256.7	→	0.0	Medium
Education, Employment & Skills	5.8	8.7	5.5	5.0	30.0	55.0	55.0	→	0.0	Medium
Business Growth	58.7	16.8	19.0	19.0	33.0	146.5	146.5	→	0.0	Low
Culture & Tourism	2.9	9.1	11.0	15.0	22.0	60.0	60.0	→	0.0	Low
Research, Development & Innovation	2.0	2.0	2.0	2.0	12.0	20.0	20.0	→	0.0	Medium
Place	10.0	10.0	10.0	10.0	10.0	50.0	50.0	→	0.0	Low
Total	129.8	64.7	72.5	80.8	240.4	588.2	588.2	→	0.0	

TABLE 2) Investment Plan Progress & Spend	Business Case Approved	Business Case Development	Uncommitted	Total	Spend to Date	Of the Approved Balance to Spend	Spend Since Previous Quarter	
	£'m	£'m	£'m	£'m	£'m	£'m	£'m	
Transport	76.2	49.3	131.2	256.7	43.7	32.5	↑	1.5
Education, Employment & Skills	0.0	14.5	40.5	55.0	0.0	0.0	→	0.0
Business Growth	13.1	103.4	30.0	146.5	12.3	0.8	↑	1.0
Culture & Tourism	2.2	57.8	0.0	60.0	0.1	2.1	↑	0.1
Research, Development & Innovation	0.0	0.0	20.0	20.0	0.0	0.0	→	0.0
Place	50.0	0.0	0.0	50.0	1.3	48.7	→	0.0
Total	141.5	225.0	221.7	588.2	57.4	84.1	↑	2.6

Risk Rating: Based on Likelihood and Impact	
Low (L)	On Track
Medium (M)	Plan in Place Monitor Closely
High (H)	Action Plan Required

Progress Rating	
Green (G)	Approved / Spent
Amber (S)	Business Case Development
Red (R)	Uncommitted



Key Points

Since the Investment Plan was agreed in January 2019: £141.5m (24%) of investment has been approved, of which £57.4m has been spent. In total 9.7% of the overall Investment Plan has been delivered one year into the programme.

Currently projects & programmes up to a total value of £225m are developing business cases.

The £221.7m of 'uncommitted funds' are allocated to activities that are yet to be fully defined.

Investment Plan - Quarterly Performance Monitoring

Quarter 2 July - Sept 2019 - Overall Summary

Investment Plan - Performance To Date (Q2 July-Sept 2019)

TABLE 3) Projected Expenditure by Theme 2019/20	Expenditure Forecasts 2019/20					
	Original Investment Plan	Previous Quarter	Projected Expenditure	Change Since Original Investment Plan	Change Since Previous Quarter	Risk in Year
	£'m	£'m	£'m	£'m	£'m	
Transport	47.9	50.4	50.4	↑ 2.5	0.0	Low
Education, Employment & Skills	7.5	5.2	5.8	↓ -1.7	0.6	Medium
Business Growth	38.7	17.0	58.7	↑ 20.0	41.7	Medium
Culture & Tourism	1.0	4.0	2.9	↑ 1.9	-1.1	Medium
Research, Development & Innovation	2.0	2.0	2.0	→ 0.0	0.0	Medium
Place	10.0	10.0	10.0	→ 0.0	0.0	Low
Sub Total	107.1	88.6	129.8	↑ 22.7	41.2	

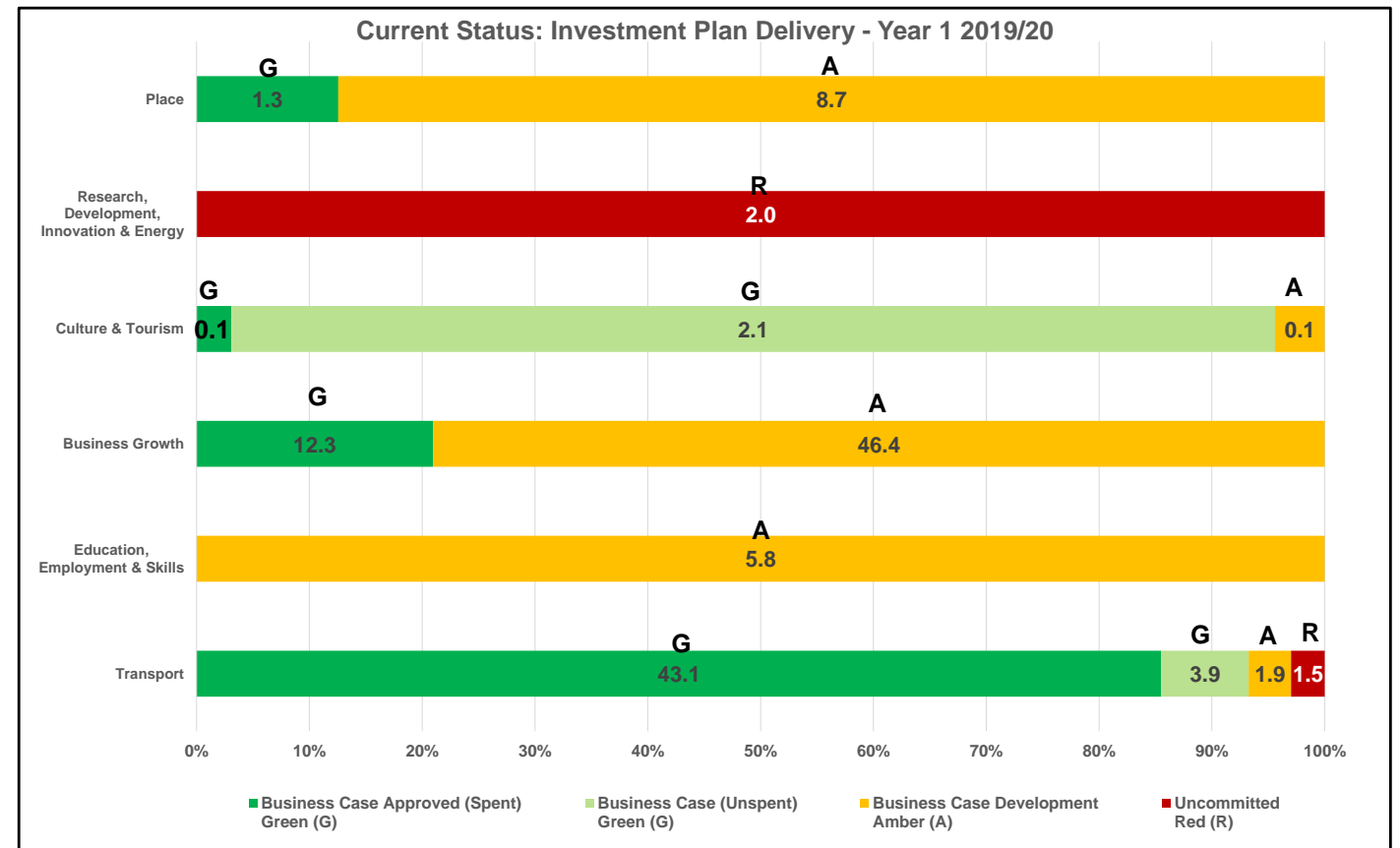
TABLE 4) Quarterly Expenditure 2019/20	Q1	Apr	Q2	Q3	Oct -	Q4	Jan -	Total 2019/20	Total Previous Quarter	Change Since Previous Quarter
	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m
Forecasted		54.8	2.0		5.7		67.3	129.8	88.6	↑ 41.2
Actual		54.8	2.6		0.0		0.0	57.4	54.8	↑ 2.6
Difference (+/-)		0.0	0.6		-5.7		-67.3	-72.4		
Cumulative		0.0	0.6		-5.1		-72.4			

Key Points

Since the Investment Plan was agreed in January 2019, we are now forecasting that we will spend £129.8m in this financial year which is £22.7m more than was forecast in Q1.

Currently no commitments have been made under Research, Development, & Innovation allocation with a forecasted spend of £2m in this year. There are no concerns in the long term on this theme as a strong pipeline is being developed.

£46.4m of Business Growth Investment Plan funds in development relate to the STDC site land purchase and remediation which has been accelerated for this financial year.



Previous Investment Plan Delivery Progress (2017-2019)

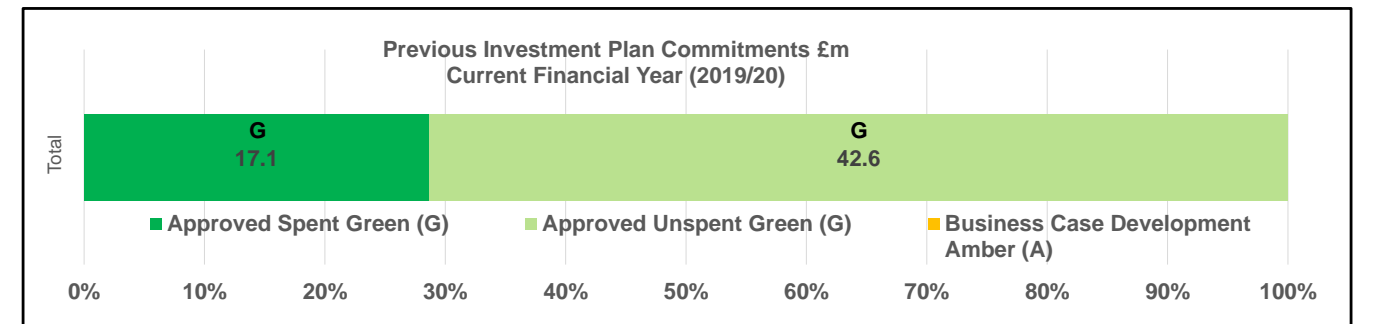
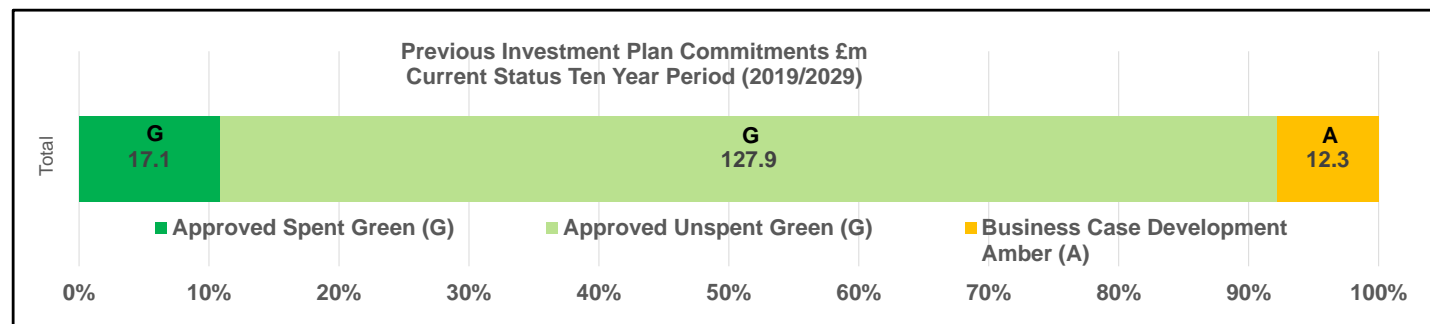
TABLE 5) Overall Expenditure Investment Plan 2017-2019	2019/20	2020/21	2021/22	2022/23	2023/29	Total 2019/29	Total Previous Quarter	Change Since Previous Quarter	Overall Risk Rating
	£'m	£'m	£'m	£'m	£'m	£'m	£'m	£'m	
Forecast	59.7	52.1	20.7	4.4	3.3	140.2	108.8	↑ 31.4	Low
Business Case Approved	59.7	46.3	16.4	4.1	1.4	127.9	82.6	↑ 45.3	
> Delivery (spend)	17.1	0.0	0.0	0.0	0.0	17.1	10.8	↑ 6.3	

Key Points

There is an additional £31.4 of expenditure forecast over the plan period in comparison to what was forecast at Q1. This relates to commercial investments which sit outside of the Investment Plan itself. Projects which are included within these funds include:

- Waste Strategy
- Airport (Southside)

There also remains a £10m underspend from 2018/19 which has been carried over.



AGENDA ITEM 8**REPORT TO THE TEES VALLEY
COMBINED AUTHORITY
CABINET****JANUARY 31st 2020****REPORT OF THE
HEAD OF TRANSPORT****STRATEGIC TRANSPORT PLAN****SUMMARY**

The Combined Authority is the Local Transport Authority for the Tees Valley and has therefore led on the development of the Strategic Transport Plan. At the meeting on July 26th 2019 Cabinet approved to consult on the plan with the public and stakeholders. This report outlines the feedback from the consultation, highlights the proposed amendments to the plan as a result of this feedback and seeks approval of the final plan.

RECOMMENDATIONS

It is recommended that the Combined Authority Cabinet:

- i. Notes the consultation feedback and approves the final Strategic Transport Plan covering the period 2020 – 2030 (**Appendix 1**).

DETAIL**Background**

1. The Combined Authority has a statutory duty to produce and keep under review a transport plan, referred to as the Tees Valley Strategic Transport Plan (STP). The STP should define the vision and objectives for transport and set out the actions that will be delivered.
2. The STP covers a ten year period (2020 – 2030), but it is intended to be dynamic and will be reviewed as a minimum every four years, to enable the Combined Authority to be agile when responding to future challenges and opportunities.
3. The STP also provides the framework for future investment in transport across Tees Valley through the Integrated Transport Programme.
4. Officers worked in partnership with the five local authorities to develop the draft STP, which has been consulted on with the public and stakeholders.

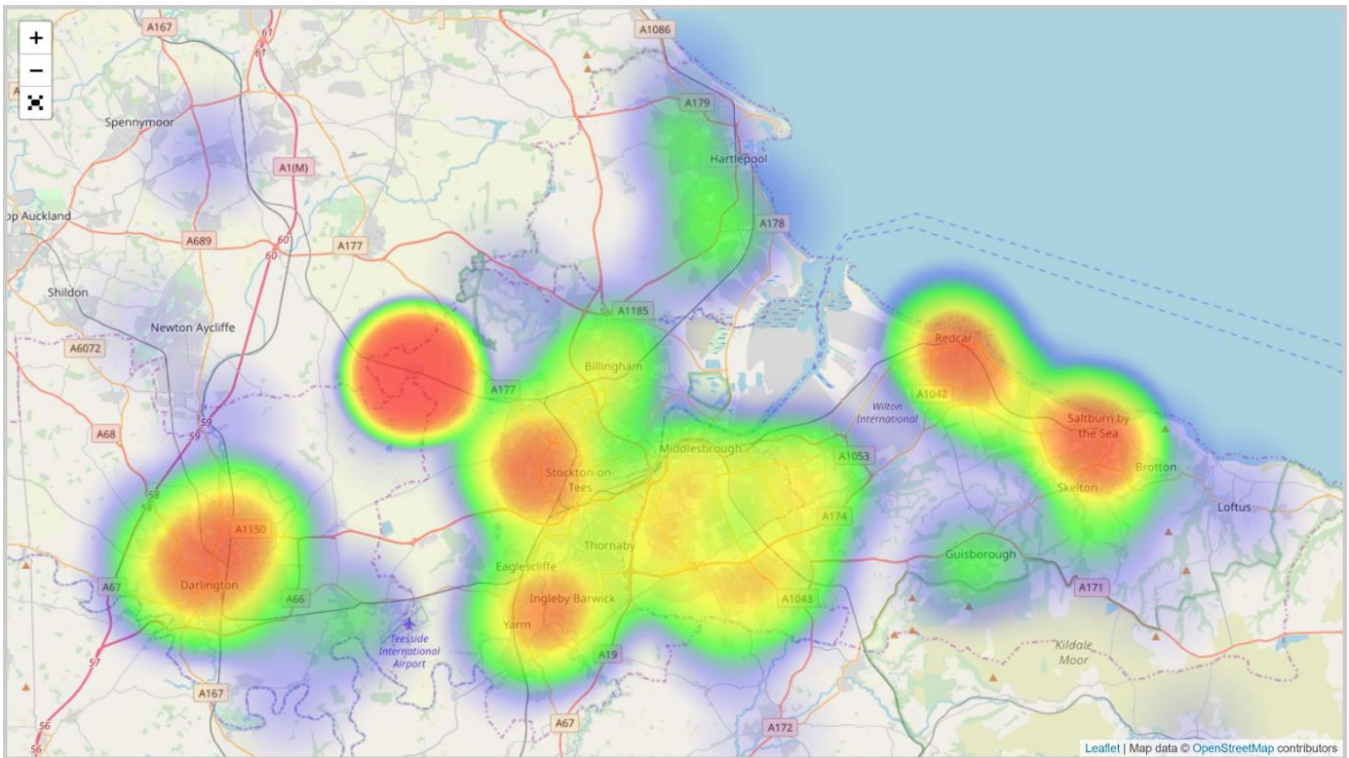
5. The STP will be supported by Local Implementation Plans (LIPs) produced by each of the local authorities. These LIPs will set out local responsibilities and priorities, but will align with the overarching STP to ensure a consistency of approach.
6. It is proposed that annual reporting will enable the Combined Authority to track the progress being made towards delivery of the actions contained within the STP.

Consultation process

7. The 12-week consultation ran from August 28th – November 20th 2019 and responses were encouraged through the following channels:
 - questionnaire on the Combined Authority website;
 - press releases;
 - social media campaign;
 - public consultation events across all local authority areas that were fully accessible;
 - direct correspondence with stakeholders;
 - attendance at local authority overview and scrutiny committees; and
 - attendance at various public meetings and transport user groups.
8. A total of 407 completed questionnaires were received during the consultation process. A summary of the profile of respondents is provided in the table below.

Profile of respondents		
Gender	Male	58%
	Female	42%
Age	16-21	8%
	22-30	8%
	31-40	17%
	41-50	20%
	51-60	20%
	61-70	17%
	Over 71	10%
Employment status	Full-time employed	48%
	Part-time employed	11%
	Not employed for pay	10%
	Carer	2%
	Student	7%
	Other (including retired)	22%

9. There was a reasonable spread of respondents across Tees Valley and the heat map below illustrates response rates (red = very high response rate, yellow = high response rate, green = medium response rate and blue = low response rate).



Consultation feedback

Vision and objectives

10. Respondents were asked to indicate their support for the STP vision and 91% were supportive (62% strongly agree and 29% agree). This level of support is felt to be extremely positive.
11. There was also excellent support for the three objectives in the STP as summarised below:
 - 96% supported social opportunity (67% strongly agree and 29% agree);
 - 91% supported economic growth (59% strongly agree and 31% agree);
 - and
 - 89% supported environmental protection and enhancement (60% strongly agree and 29% agree).
12. There was an opportunity for respondents to comment on the vision and objectives. The majority of comments on both related to specific issues and outcomes. Other reoccurring themes included the need to implement the STP as soon as possible, a desire to see more detail and the need for future proofing.

Outcomes and priorities

13. The consultation asked respondents to prioritise the outcomes set out in the STP. The table below shows the top 10 outcomes ranked by the percentage of respondents rating each outcome as very high or high priority. All of the outcomes in the STP were rated as very high or high priority by at least 58% of respondents and therefore it is felt that the consultation reinforces that these are the right outcomes.

Percentage of respondents rating each outcome as very high or high priority	
Deliver and maintain a frequent, high quality, reliable and integrated bus network.	84%
Improve passenger rail links within Tees Valley and with the rest of the country.	83%
Improve accessibility and the equality of opportunity for more remote and deprived communities.	81%
Address specific congestion pinch points on the major and local road networks.	80%
Improve access for those with physical disabilities, mental health conditions, learning difficulties and sensory impairment.	80%
Deliver and maintain a safe, resilient and reliable road network.	80%
Deliver and maintain safe walking and cycling routes.	80%
Ensure that existing rail networks are able to cater for future growth in freight demands.	77%
Deliver measures to reduce carbon emissions.	76%
Deliver measures to improve local air quality.	75%

14. The three outcomes that were rated as highest priority all relate to better public transport and improving accessibility for remote and deprived communities.
15. The consultation questionnaire allowed respondents to outline the three improvements to the transport system that would make the biggest difference to their lives. This was a free text question allowing respondents to identify anything. The comments have been grouped into various categories and the most common categories are summarised in the table below.

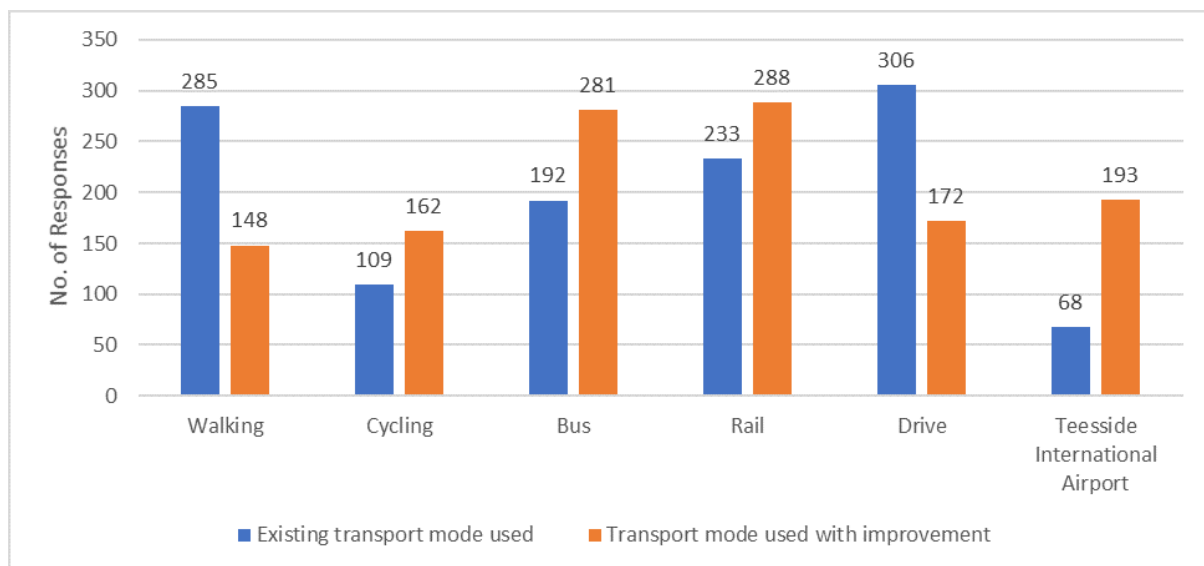
Most common improvements that would make a difference to peoples' lives		
Category	Themes	Number of comments received
Roads	<ul style="list-style-type: none"> • Road safety • The need to reduce traffic congestion on the strategic and local road network • A new bridge over the River Tees • Fix damaged roads i.e. potholes • A new bypass in Darlington • Localised parking issues i.e. outside schools and town centres 	273
Rail	<ul style="list-style-type: none"> • General improvements to rail network • Direct rail links to London • Rail station improvements including Darlington & Middlesbrough • A more reliable rail service • Improvements to rail timetables including more services and earlier/later services • Reduction in ticket costs across the network • Replace old trains (in particular pacer trains) with new stock 	257
Bus	<ul style="list-style-type: none"> • More frequent and reliable buses • A bus service in additional locations especially in rural locations 	218

	<ul style="list-style-type: none"> • Expanding existing timetables with earlier and later services • Improved accessibility and facilities i.e. space for prams and cycles • Cheaper tickets • Integrated tickets to allow use on other services and modes of transport 	
Cycling & walking	<ul style="list-style-type: none"> • General safety for cyclists • New segregated cycle routes • Traffic free cycle routes • A more joined up integrated cycle network • New cycling infrastructure such as secure parking at key destinations i.e. transport stations 	142
Teesside International Airport	<ul style="list-style-type: none"> • A greater variety of flights including internal flights to London and across Europe • Improving transport links to the airport such as a new rail station that is within walking distance to the airport 	94
Integration and accessibility	<ul style="list-style-type: none"> • Need for better integration between transport modes including simplified ticketing • Improved accessibility for vulnerable people • Improved transport connections in rural locations 	67

16. The STP addresses all of these areas for improvement, except those that are the responsibility of the local authorities, which will be addressed in the LIPs. It is felt that the responses to this question again reinforce the robustness of the STP.

Potential to change travel behaviour

17. The questionnaire also asked respondents to identify which transport modes they currently use and which modes they would be interested in using with improved infrastructure and/or services. The chart below summarises the responses to these questions.



18. The responses indicate that there is potential to grow the number of people cycling, using the bus, using the train and using Teesside International Airport, which is very

encouraging. The responses also suggest that the current network is not deterring people from walking or driving.

Stakeholders

19. A total of 26 written responses were submitted by stakeholders providing comments on the STP. These responses were generally supportive of the content and most comments for improvement related to raising the prominence of certain issues or expanding on the detail in certain sections.

Proposed amends to the Strategic Transport Plan

20. Analysis of the consultation responses demonstrates that there is generally very strong support for the STP from both the public and stakeholders. Indeed, there is no substantive evidence on which to justify any fundamental changes.
21. However, the consultation process has highlighted areas where the STP could be further strengthened. The proposed amendments raise the prominence of certain issues, expand on the detail in certain sections and provide further clarity where it is felt to be beneficial. The key amendments can be summarised as:
- Raising the profile of the importance of improving bus services. This was already a key priority in the plan, but the content has been strengthened to make this more explicit.
 - More emphasis on the fact that access for vulnerable people, including people with disabilities, will be at the forefront of our thinking in everything we do.
 - More emphasis on the commitment to ensure that neither deprivation nor rurality should be a barrier to opportunity and further clarity on our proposals to address these issues.
 - Making a slight amendment to the vision by replacing the word 'clean' with 'low carbon'. Furthermore, the wording of the 'Environmental Protection and Enhancement' objective has also been amended to 'Carbon Reduction and Environment'. Carbon reduction already featured substantively in the plan, but given its importance it is felt that the wording of the vision and objective should capture the issue.
 - Strengthening the content around adaptation to climate change and ensuring the network is resilient to more extreme flooding events.
 - More emphasis on the need to integrate different transport modes, including ticketing, to ensure a seamless customer experience.
 - Expanding on the inter-relationship between the strategic road network, managed by Highways England, and the network managed by the local highway authorities.
 - More clarity on the relationship between the Strategic Transport Plan and the Local Implementation Plans that will be the responsibility of the local authorities.
22. These amends have been incorporated into the final version of the STP attached at **Appendix 1**.

FINANCIAL IMPLICATIONS

23. There are no direct financial implications arising from approval of the STP. However, the STP does provide a framework for future investment through the Integrated Transport Programme.

LEGAL IMPLICATIONS

24. As the Local Transport Authority for Tees Valley, the Combined Authority has a statutory duty to produce and keep under review a transport plan.

RISK ASSESSMENT

25. The STP is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk. Individual projects and schemes will be subject to their own risk management processes.

CONSULTATION & COMMUNICATION

26. The draft STP was presented to the Combined Authority Overview & Scrutiny Committee on October 17th 2019.
27. The feedback from the consultation has been discussed at the Transport Advisory Group, Management Group, the Chief Executives Group and Transport Committee.
28. All written comments received during the consultation have been anonymised and are presented in **Appendix 2**.

EQUALITY & DIVERSITY

29. An Equality Impact Assessment of the STP has been undertaken as part of the Integrated Sustainability Appraisal (see **Appendix 3**). This Appraisal concluded that *“Implementation of the STP also shows clear improvement across the Objectives relating to health and social equality. It is clearly recognised within the STP that Tees Valley has a range of health and social challenges, with investment in the transport network required to assist in addressing social disparities, improve health and well-being and enable people to fully participate in society. There is a range of measures set out in both the STP itself and the associated Daughter Documents as to how these issues can be addressed.”*
30. The equality and diversity impacts of individual projects and schemes will be considered during development.

LOCAL ENTERPRISE PARTNERSHIP

31. This item has been considered at the LEP meeting in advance of it coming forward to Cabinet.

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Email Address: tom.bryant@teesvalley.gov.uk

Appendix 1 – Final version of the Strategic Transport Plan (2020 – 2030)

Appendix 2 – Table of all written consultation responses received

Appendix 3 – Integrated Sustainability Appraisal – [Click here to view](http://www.teesvalley-ca.gov.uk/wp-content/uploads/2019/10/Integrated-Sustainability-Appraisal-Report.pdf) or available at www.teesvalley-ca.gov.uk/wp-content/uploads/2019/10/Integrated-Sustainability-Appraisal-Report.pdf



TEES VALLEY
COMBINED
AUTHORITY

TEES VALLEY MAYOR

STRATEGIC TRANSPORT PLAN 2020-2030



Contents

Executive Summary

1. Our Vision

2. Why Invest in Improving the Transport Network?

3. What is Needed to Make the Vision a Reality?

4. How Will the Plan be Delivered?

5. Glossary

Foreword

In the Tees Valley Combined Authority Investment Plan, a ten-year roadmap of how we will spend money to grow our economy, £256.7million was pledged to important transport projects across the region.

This cash has been, and will continue to be, used for projects big and small - but all with a vital impact on our transport system. From schemes to relieve frustrating pinch points at some of our busiest roads to pledging millions to bring our airport back into public ownership and transform our major train stations, our funding touches on every aspect of travel.

As the Combined Authority looks to create jobs and drive economic growth, our residents need high- quality, fast, reliable and well-connected transport options. After all, there's little value in making training and jobs available if the people of Tees Valley cannot access them.

To truly maximise the returns on our investment, we need easy access to our attractions for visitors and an efficient freight network for each and every business. To help Tees Valley reach its potential, we have developed this blueprint for the future of travel. As we look to invest and develop our transport system, we will consider connecting centres, unlocking key sites, delivering social equity, reducing carbon emissions and protecting the environment.

Ultimately, we are doing this to improve the lives of all residents, whether they travel by road, rail, bus, cycle or walk. It shouldn't matter whether you live in the centre of a town, a suburb or a village, we all need access to good-quality, regular and affordable transportation.

A well-oiled transport system keeps our businesses growing, our people moving for work, leisure and study, and encourages fresh investment to be driven into the area. This Strategic Transport Plan isn't a lick of paint or a sticking plaster. It lays the groundwork to deliver a world-class transport system that will transform how individuals and goods get around, future proofing it for decades to come.

This plan sets out our ambitious vision for the Tees Valley, detailing exactly what we are doing, why and how we will deliver the world-class transport system our companies, people and visitors deserve.



Cllr Heather Scott OBE
Cabinet Lead for Transport

Executive Summary

In order to ensure that everyone in Tees Valley is able to work, study, enjoy and fully participate in our ambitious plans for the future, we need a world-class transport system. Delivering a network that is fit for the future is a critical enabler for the success of the area. Our vision for transport in Tees Valley is therefore:

“To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley.”

There are a number of challenges that we need to address and opportunities that we need to seize as summarised below:

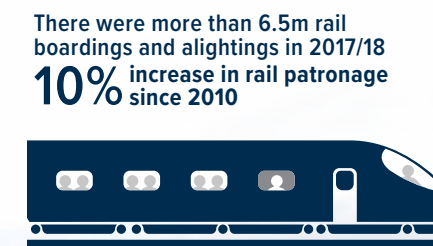
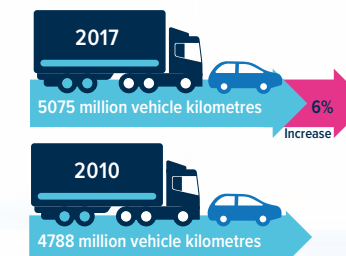
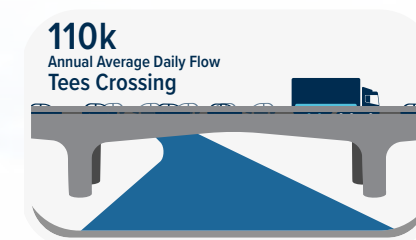
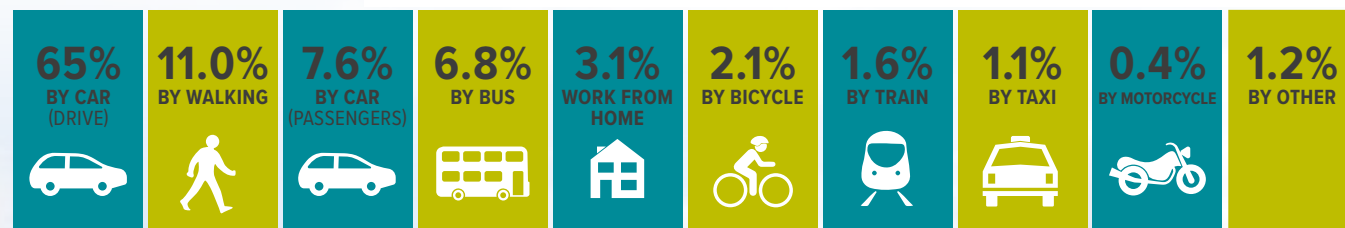
The focus of this plan is on improving the transport system for local people and businesses ensuring integration between different transport modes. We need to provide genuine alternatives to the car to improve accessibility, but also to facilitate modal shift to more sustainable modes and reduce carbon emissions. This means improving our walking and cycling networks and making sure that the public transport network works for people now and in the future.

It also needs to be recognised that there is a two-way relationship between the strategic and local transport networks. Very often improving local journeys requires action on a larger scale. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads.

The Strategic Transport Plan has therefore been developed with this in mind. The table overleaf provides a summary of the plan and outlines:

- The required outcomes of the plan and why investment is required in the Tees Valley transport network;
- The actions and interventions that are needed to deliver these outcomes and what resources and investment will be focused upon; and
- The required inputs to deliver the actions and interventions

TEES VALLEY MODE OF TRAVEL TO WORK (2011 CENSUS)



31% OF HOUSEHOLDS HAVE NO CAR

87% OF TEES VALLEY RESIDENTS WORK WITHIN TEES VALLEY

Only 55% of vehicle journeys on the Tees Valley section of the A19 are classed as “on time”

There were more than 28million bus journeys in 2017/18 – a 13% decrease since 2012/13

Light vans delivering goods are now the fastest growing element of the road freight sector

94% of the population is within walking distance of a bus service and 66% is within walking distance of a regular bus service

Overall satisfaction with bus services amongst users is 90%, but 24% are not satisfied with bus punctuality, and this figure is increasing

17% of Tees Valley CO² emissions were from transport in 2017, compared to 37% nationally



We are developing a package of transport improvements to transform Tees Valley's transport system.
Below is a list of our current investment priorities, grouped by theme:

	Required Outcomes ("Why?")	Actions & Interventions ("What?")	Required Inputs ("How?")
National Rail	<ul style="list-style-type: none"> ▶ Improve rail links between Tees Valley and the rest of the country ▶ Improve rail station infrastructure – ready for major projects such as High Speed Rail and Northern Powerhouse Rail ▶ Ensure that existing rail networks are able to cater for future growth in both freight and passenger demands across the North 	<ul style="list-style-type: none"> ▶ Delivery of Darlington Station Master Plan improvements ▶ Delivery of Middlesbrough Station Master Plan improvements ▶ Delivery of improved national rail services ▶ Influence key rail franchises which serve Tees Valley ▶ Delivery of infrastructure that will enable more freight to be transported by rail to / from Tees Valley 	<ul style="list-style-type: none"> ▶ Tees Valley Integrated Transport Programme ▶ Transport for the North (including Northern Powerhouse Rail) ▶ Network Rail (Control Period Funding) ▶ Department for Transport (Rail Network Enhancements Pipeline) ▶ High Speed Rail ▶ Private Sector Contributions
Major Roads	<ul style="list-style-type: none"> ▶ Deliver and maintain a safe, resilient and reliable Key Route Network for Tees Valley and a Major Road Network for the Transport for the North area – facilitating future economic and housing growth across the North 	<ul style="list-style-type: none"> ▶ Additional A19 crossing of the River Tees ▶ Improved east-west road connectivity along the A66 corridor from the A1(M) to the international gateway at Teesport 	<ul style="list-style-type: none"> ▶ Tees Valley Integrated Transport Programme ▶ Transport for the North ▶ Highways England (Roads Investment Strategy) ▶ Department for Transport (including National Productivity Investment Fund and Large Local Major Transport Schemes Fund) ▶ Private Sector Contributions
Connecting Centres	<ul style="list-style-type: none"> ▶ Deliver and maintain a frequent, high quality, reliable and integrated public transport network ▶ Develop and improve transport interchanges, ticketing options and information – providing a seamless integrated experience for the travelling public 	<ul style="list-style-type: none"> ▶ Improvements to local rail services, including increased frequency and newer trains ▶ Improvements to key corridors on the Tees Valley bus network to improve reliability and journey times ▶ Improve the ticketing offer and information, including ConnectTeesValley.com ▶ Local road network improvements ▶ Improve network management and live information 	<ul style="list-style-type: none"> ▶ Tees Valley Integrated Transport Programme ▶ Transport for the North ▶ Public Transport Operators (Rail and Bus) ▶ Private Sector Contributions

	Required Outcomes ("Why?")	Actions & Interventions ("What?")	Required Inputs ("How?")
Unlocking Key Sites	<ul style="list-style-type: none"> ▶ Address specific constraints on the strategic and local transport networks – providing a transport system that facilitates future economic and housing growth across Tees Valley ▶ Develop and maintain a transport system that facilitates efficient freight movements by road, rail, sea and air – enabling the economy to grow effectively and sustainably 	<ul style="list-style-type: none"> ▶ Delivery of the Teesside International Airport Master Plan ▶ Delivery of the South Tees Development Corporation Master Plan ▶ Delivery of additional and more frequent rail services ▶ Delivery of transport infrastructure required to unlock growth – linked to large-scale planning applications ▶ Road and rail networks with appropriate capacity and capability for freight movement 	<ul style="list-style-type: none"> ▶ Tees Valley Integrated Transport Programme ▶ Department for Transport (including National Productivity Investment Fund, Large Local Major Transport Schemes Fund and Local Transport Plan Integrated Transport Block Allocations) ▶ Ministry of Housing, Communities & Local Government (Housing Infrastructure Fund) ▶ Highways England ▶ Private Sector Contributions ▶ Local Authority Local Plans
Local Journeys	<ul style="list-style-type: none"> ▶ Deliver and maintain safe walking and cycling routes and local bus services that link housing sites to key destinations and transport interchanges for onward journeys 	<ul style="list-style-type: none"> ▶ Improvements to the Tees Valley cycling and walking networks targeted at corridors identified within the Local Cycling and Walking Infrastructure Plan ▶ Integration of sustainable transport improvements within larger infrastructure schemes ▶ Develop a partnership agreement with bus operators ▶ Expansion of existing Community Rail Partnership concept ▶ Identify opportunities to develop Tees Valley's leisure and tourism offer ▶ Local road network maintenance and improvements ▶ Increase road safety for all road users 	<ul style="list-style-type: none"> ▶ Tees Valley Integrated Transport Programme ▶ Department for Transport (including Access Fund, Local Transport Plan Integrated Transport Block, National Productivity Investment Fund, Local Major Transport Schemes Fund and Highways Maintenance) ▶ Public Transport Operators (Rail and Bus) ▶ Private Sector Contributions ▶ Community Rail Partnerships
Delivering Social Equity and Protecting the Environment	<ul style="list-style-type: none"> ▶ Improve access for those with physical disabilities, mental health conditions, learning difficulties and those with sensory impairment ▶ Reduce carbon emissions and deliver measures to improve local air quality ▶ Reduce noise and vibration from transport ▶ Protect Tees Valley's built and natural environment ▶ Improve equality of opportunity for remote and deprived communities and enhance health and wellbeing ▶ Ensure that the existing transport network and planned investment is resilient to climate change, for example more extreme flooding events 	<ul style="list-style-type: none"> ▶ Ensure that access for vulnerable people is at the forefront of our thinking on all projects ▶ Let's Go Tees Valley behaviour change programmes, encouraging healthier, more sustainable travel choices ▶ Development of integrated sustainable transport provision ▶ Deliver Wheels 2 Work project to support access to work ▶ Pilot Demand-Responsive Transport and community-based initiatives as a solution to the problem of accessibility in rural areas ▶ Incorporate provision for all potential users within wider scheme development ▶ Establish a coordinated approach to the provision of Low Emission Vehicle Infrastructure in Tees Valley ▶ Seek alternatives to diesel as the main fuel source for local rail services in Tees Valley 	<ul style="list-style-type: none"> ▶ Tees Valley Integrated Transport Programme ▶ Department for Transport (including Access Fund and Local Transport Plan Integrated Transport Block Allocations) ▶ Office of Low Emission Vehicles ▶ Public Transport Operators (Rail and Bus) ▶ Private Sector Contributions

1. Our Vision

Tees Valley Combined Authority is the local transport authority for Tees Valley. This is the first Strategic Transport Plan for the region, for the period up to 2030. It has been developed by the Combined Authority in collaboration with our five constituent Local Authorities, Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees.

The Combined Authority has ambitious plans to grow the region's economy and our Strategic Economic Plan aims to create 25,000 new jobs and deliver an additional £2.8 billion into Tees Valley by 2026. We are also developing a Local Industrial Strategy, an agreement between us and the Government on how we will improve our economy over the next ten years and how this will feed into the Government's overall UK strategy.

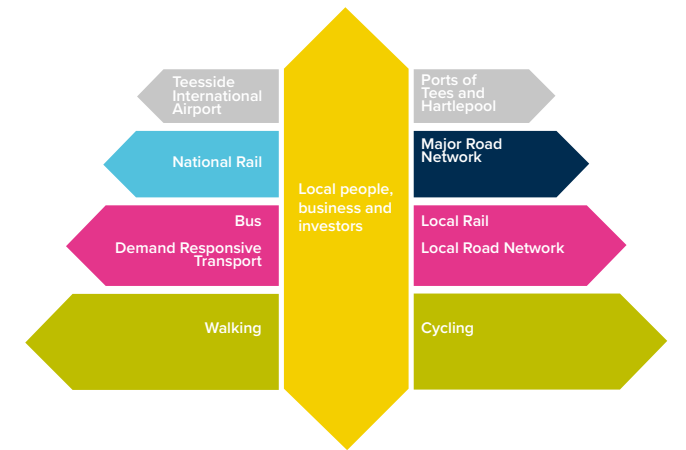
In order to ensure that everyone in Tees Valley is able to work, study, enjoy and fully participate in these ambitious plans for the future, we need a world-class transport system that also encourages inward investment. Transport is about connecting people and businesses in Tees Valley and beyond. Delivering a world-class transport system that is fit for the future is a critical enabler for the success of the area.

Our vision for transport in the Tees Valley is therefore:

“To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley.”

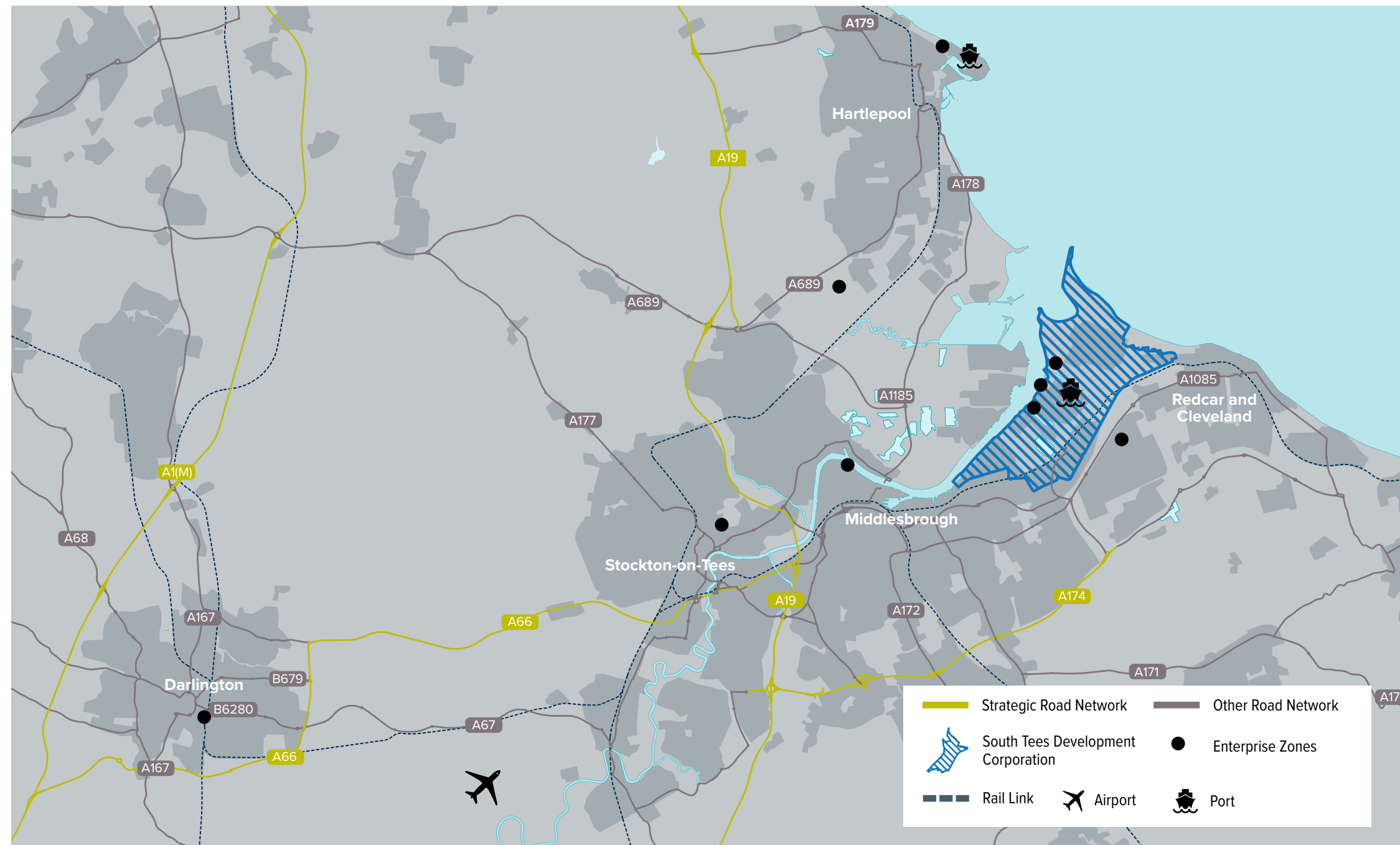
The focus of this plan is on improving the transport system for local people and businesses ensuring integration between different modes. We need to provide genuine alternatives to the car to improve accessibility, but also to facilitate modal shift to more sustainable modes. This means improving our walking and cycling networks and making sure that the public transport network works for people now and in the future.

It also needs to be recognised that there is a two-way relationship between the strategic and local transport networks. Very often improving local journeys requires action on a larger scale. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads, on which the core bus services operate.



The diagram, right, shows how each of the transport modes has a role for different lengths of journey and highlights the need to integrate these modes to cater for different journey requirements, for example the interface between bus and rail. 54% of Tees Valley's working population travel less than 5km to work on a daily basis (2011 Census), but even for longer trips people often start or end by walking, cycling, a taxi ride or a bus ride.

The map below shows the polycentric nature of Tees Valley. It highlights the key development opportunities and their connection to existing transport systems and interchanges.



What will the plan do?

We have developed this Strategic Transport Plan to benefit everyone in Tees Valley, whether you live, study, work, have a business here or just enjoy visiting the area. This plan works towards our longer-term aspiration to provide a transport system for Tees Valley where:

- There will be better transport links that will help create more jobs, improve access from existing houses and allow us to build the houses we need
 - The affordability, quality and reliability of your daily commute will be improved, giving you confidence that you will get to where you need to be, when you need to be there
 - More reliable and affordable public transport, walking and cycling options will be available for you to
 - ▶ get to work
 - ▶ get to study at a nearby school, college or university
 - ▶ get to a hospital or a doctor's appointment
 - ▶ go shopping, visit friends and family, or enjoy one of our local attractions
 - National and international accessibility will be enhanced through the provision of additional air routes for both
 - business and pleasure at Teesside International Airport, with local access for residents and visitors made easier by public transport
 - You will be able to rely on the latest technology to make travelling around as easy and as simple as possible
 - Businesses will be able to rely on quicker, more reliable transport connections and the workforce will be better connected to employment sites
 - Visitors to the area will find it easy to access, high quality transport options – be it for business, social or cultural reasons
- This means lobbying for investment in national transport networks and developing the case with commercial partners for air route connectivity, but also improving the local networks.

Structure of the Strategic Transport Plan

In 2016, we published a framework document which set out briefly the intentions of the Strategic Transport Plan and summarised what sort of interventions will be needed. This was the subject of a public consultation exercise and the feedback received has helped to shape this plan.

This Strategic Transport Plan sets out how we will improve and invest in the transport network to make the vision a reality. It is intended to complement the Department for Transport's priorities and those of Transport for the North (TfN), recognising that even national and global journeys start on the ground, near to homes or places of work. The chapters within it are set out to answer the following questions:

- **Why is investment in our transport network needed?** This sets out why transport investment is fundamental to the future of Tees Valley and explores the driving forces behind future need
- **What is proposed?** This summarises the schemes and initiatives that will help achieve the vision, and points the reader towards a series of Implementation Plans covering Cycling and Walking, Bus, Rail, Freight, Road and the Airport
- **How will the vision of the Strategic Transport Plan be achieved?** This includes a discussion on how the plan will be managed and funded, how Tees Valley Combined Authority will work with delivery partners such as Highways England and Network Rail, and what impact future changes will have on the plan

Strategic Transport Plan

The plan has been developed as a suite of documents, with the Strategic Transport Plan being the overarching transport plan for Tees Valley. The detailed actions are then set out within a series of Implementation Plans, as shown below.

- **Cycle & Walking Implementation Plan** This presents a clear framework for the development and promotion of cycling and walking throughout Tees Valley, both as a practical mode choice for everyday journeys and as a key element of culture, leisure and tourism activity
- **Road Implementation Plan** This explores the importance of roads to the transport network and the importance of the Major Road Network to Tees Valley. It introduces the concept of a Key Route Network for the region and a programme for delivering improvements. The document also sets out the strategic approach to be taken in relation to asset management
- **Bus Implementation Plan** This presents the current challenges and opportunities for improving the bus network and services within Tees Valley and sets out the key improvements that will be pursued
- **Airport Implementation Plan** A business case for the operation of the airport has been produced and further detail of the proposed improvements around access to the airport will be developed as part of the airport master plan
- **Rail Implementation Plan** This explores the importance of rail services (both passenger and freight) to Tees Valley and sets out the key rail improvements that are needed to support our ambitions
- **Freight Implementation Plan** This recognises the contribution that the sector makes to Tees Valley and puts forward proposals to support freight and logistics in a way that can further contribute to economic growth, but also minimise the negative social impacts associated with growing freight movements
- **Local Implementation Plan** Our Local Authorities play a critical role in achieving the outcomes of the Strategic Transport Plan. Following agreement of the overarching Strategic Transport Plan each of the Local Authorities will produce a Local Implementation Plan setting out how the Strategic Transport Plan will be delivered at a local level

2. Why Invest in Improving the Transport Network?



Most people use some part of the transport network on a daily basis, whether to get to work, to an educational establishment, for a health appointment, to go shopping, to enjoy leisure pursuits, or to get to a social engagement. Transport plays an important role in delivering wellbeing and prosperity for our residents.

Transport & Infrastructure is one of the priority themes of the Strategic Economic Plan; acknowledging that a high-quality, resilient and integrated network is required to deliver economic growth and meet our other aspirations.

This Strategic Transport Plan sets out how we will achieve our vision by continuing the collaborative working that has characterised our recent successes. This includes working with partners across the wider North through Transport for the North, and by building on key national transport infrastructure commitments, such as Northern Powerhouse Rail and investment in the A1(M), A66 and the A19.

Objectives

It has long been recognised that transport is a means to an end, not an end in itself. In recognition of this we have developed the Strategic Transport Plan to deliver three broad objectives:

Social Opportunity – Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing

Economic Growth – Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, helping businesses to grow and flourish

Carbon Reduction and Environment – Reducing carbon emissions, minimising the impact of the transport network on the environment and supporting the legislative requirements to reduce air and noise pollution

These objectives reflect the existing situation and recognise some of the main opportunities and challenges we face today, and will in the future.

Underneath each objective there is a series of outcomes that we wish to see delivered through this Strategic Transport Plan. These outcomes have guided the development of the actions and interventions that will be needed between 2020 and 2030.

Social Opportunity

Improving access to employment, skills, training and education

Improving access to healthcare, leisure, culture and retail

Enhancing health and wellbeing

Improving community safety and security

Economic Growth

Supporting the development of 22,000 new homes

Supporting the creation of 25,000 new jobs

Improving productivity through enhanced freight connectivity

Providing quicker, more reliable journeys

Carbon Reduction and Environment

Reducing carbon emissions

Enhancing and protecting the natural and built environment

Improving air quality

2.1 Social opportunity

This section outlines the challenges around each of the outcomes we are trying to deliver under the social opportunity objective.

Improving access to employment, skills, training and education

- All five Local Authority now rank among the 15% most deprived Local Authorities in England. 121, or 29%, of Tees Valley's 417 Lower Super Output Areas are in the 10% most deprived nationally, almost 3 times the national rate
- Census data shows that 31% of households do not own a car, compared to 25% nationally. Our residents should be able to get where they need to be, regardless of car ownership
- Ensuring that local people can access new jobs created here, irrespective of car ownership, is imperative. There is a real opportunity to influence the travel choices of young people as their travel behaviours are not yet embedded. Furthermore, the choices available to young people around training and skills opportunities should not be constrained by the transport system

Improving access to healthcare, leisure, culture and retail

- There is a need to work with bus operators to ensure network coverage responds to customer demands and that people without access to a car are not unfairly disadvantaged
- There are rural areas of Tees Valley that are not well served by public transport services. It can therefore be difficult for non-car owners in these areas to access essential services and employment. Often it is not commercially viable to deliver bus services in these communities and we therefore need to be innovative in terms of how we consider future solutions, through demand-responsive services and community-based initiatives
- There is a need to consider the role of buses, cycling and walking as new residential developments are planned. Ensuring services can be accessed through these transport modes and reducing reliance on the car should be a consideration in all future housing sites

Enhancing health and wellbeing

- 7% of Tees Valley residents view their health as "bad" or "very bad" – this is 2% higher than the national average – and life expectancy is one year less than national averages
- 21% of children and 30% of adults are obese, compared to 19% and 24% nationally. Only 50% of adults take the recommended 150 minutes of exercise per week, compared to 57% nationally, and 35% are considered

inactive (29% nationally)

- Health deprivation and disability is a measure of the risk of premature death and the impairment of quality of life through poor physical or mental health. The proportion of people who live in areas that fall within areas of health deprivation and disability is high at 48% in Tees Valley, compared to 39% for the North as a whole
- By 2034, one in four people in the region will be over the age of 65. The considerable increase seen in the number of over-65s is projected to continue by an average of 2,600 per annum, reaching 173,700 by 2034 (an increase of 43%). The number of over-85s is projected to more than double by 2034, reaching more than 30,000, with an average increase of 800 per annum. The transport system will need to adapt and prepare for the needs of an ageing population. The financial impact of an ageing population – for example due to increased use of the England National Concessionary Travel Scheme – will also need to be considered
- Encouraging people to walk and cycle can have significant health benefits. For example, the Darlington Healthy New Towns initiative aimed to bring about better health and illness prevention through the way that estates and areas are developed. This included the improvement of footpaths and cycleways and the introduction of Bikeability and affordable bike schemes. There is also the "You've Got This" project funded by Sport England and being delivered jointly by Middlesbrough Council and Redcar & Cleveland Borough Council. The project recognises the opportunities provided by getting people to be active, and uses sport and physical activity to drive improvement across health, education, employment and community cohesion

Improving community safety and security

- Road casualties are categorised as fatal, serious or slight. Whilst Tees Valley has a lower fatal transport casualty rate and fewer slight casualties than the national average, it does have more serious transport casualties than the national average. Continuing to improve road safety is therefore an ongoing priority for our Local Authorities
- Levels of crime and anti-social behaviour and perception of safety can impact on a person's decision to travel by public transport, walk or cycle. We need to do everything we can to ensure that people feel safe using these transport modes



2.2 Economic growth

This section outlines the challenges around each of the outcomes we are trying to deliver under the economic growth objective.

Supporting the development of 22,000 new homes

- Our Local Authorities are at various stages of Local Plan preparation. Local Plans have been adopted for Redcar and Cleveland (2018), Hartlepool (2018) and Stockton-on-Tees (2019) Borough Councils. Local Plans for Darlington Borough and Middlesbrough Councils are at draft stage. The Local Plans establish a framework for the sustainable economic growth and development over their respective plan periods in part through the identification of sites for housing and employment growth to meet identified needs. In terms of housing delivery, the Tees Valley Local Plans aim to provide the 22,000 homes in the period identified 2016 to 2026
- There is a preference for the utilisation of brownfield land for new housing developments next to existing transport networks, but this is not always possible. Therefore providing large housing sites with public and sustainable transport choices from the outset of the development will be key. These connections will need to cater for travel within Tees Valley and beyond

Supporting the creation of 25,000 new jobs

- The Strategic Economic Plan sets out priorities to improve, diversify and accelerate growth in the local economy to benefit businesses and residents between 2016 and 2026. It is the key policy document for Tees Valley and acts as the principal economic driver for transport improvements. The Local Plans establish the framework for sustainable economic growth
- Tees Valley is recognised as an economic functioning geography with several economic centres, rather than one single dominant commercial centre. This results in complex traffic flows between the various centres which, combined with the significance of intra-regional commuting, emphasises the importance of good, reliable interconnectivity for the economy
- 87% of residents work within Tees Valley, with relatively few commuters crossing the boundary (around 248,000 people live and work in Tees Valley with 38,000 residents working outside of the area and 35,000 Tees Valley workers living in other areas)
- Car travel accounts for 72.6% of all journey to work trips in the region (2011 Census) compared to 62% nationally. There is a need to ensure new employment developments incorporate public and sustainable transport options

- Unemployment is a persistent issue with youth unemployment, deprivation and barriers to work particular problems. Long-term unemployed people face multiple and complex barriers to accessing work. To reduce unemployment it is vital to ensure education, training and job opportunities are easily accessible, particularly in our growth and high-demand sectors. Increasing the mobility of residents will help to support our workforce offer.

Improving productivity through enhanced freight connectivity

- Teesport is a major deep sea complex, a national asset for trade and the UK's Northern Gateway for global shippers. Local freight industry currently supports more than 10,000 jobs and provides more than £450million GVA per annum
- Teesport is the principal container handling facility, located at the heart of the South Tees Development Corporation site. Its container traffic has been growing by an average of more than 4% per annum. It is the only port facility in the North of England with existing daily intermodal services to transport shipping containers to and from Scotland and the South
- As container throughput increases, the ability to transfer boxes by rail will become increasingly important. Container traffic heading either north or south is currently impeded by some of the existing rail infrastructure which cannot accommodate the higher cube shipping containers carried on standard rail wagons
- To offer the most flexible and cost-effective options to shippers, the port and the rail freight operators need to offer access to the East Coast Main Line, north and south, and the local rail network connecting Teesport needs to facilitate the most efficient movement of containers
- It has been estimated that improved rail freight connections will give the North an economic boost of more than £120million. An improved rail link will help to unlock investment and jobs at the Development Corporation site and other key assets and the transfer of more freight to rail would ease capacity issues on local roads, benefit air quality and reduce our carbon footprint

Providing quicker, more reliable journeys

- Tees Valley has historically had a higher than national average speed on A-roads, but this varies across the area and there is a trend towards lower speeds and more congestion. In Middlesbrough the average speed has reduced by 3.7mph between 2015–2018, whereas the average speed in England has only dropped by 0.6mph
- There are specific sections of the network that suffer from severe congestion, such as the existing Tees viaduct which carries the A19 trunk road
- The expansion of supply chains and markets across the North, the UK and globally, will increase the need for effective connections to the national road and rail networks. This includes connections to Tees Valley's international gateways: the Ports of Tees and Hartlepool; Teesside International Airport; as well as other international gateways across the North. Such connections will be equally important for people and goods, bearing in mind that our region is, and will remain, an exporting and trading area



2.3 Carbon Reduction and Environment

This section outlines the challenges around each of the outcomes we are trying to deliver under the carbon reduction and environment objective.

Reducing carbon emissions

- Tees Valley is one of the most carbon-intensive regions in the UK, with emissions per capita over twice the national average. A large part of this is down to the level of heavy industry in the area. Transport contributed 17.3% of CO₂ emissions in Tees Valley in 2017, compared to 36.6% nationally (Source: national statistics – UK Local Authority and regional carbon dioxide emissions national statistics 2017). There is a clear challenge to ensure we do everything feasible to reduce carbon emissions from transport
- There is a need to reduce the need to travel wherever feasible and encourage modal shift from the car to more sustainable modes. However, it must be recognised that in the foreseeable future the car will continue to account for a significant proportion of trips. Therefore advocating the use of low-emission vehicle fuels is one way the apparent tension between increased travel demand and environmental issues can be resolved. We will do all we can to facilitate new technologies and have ambitious plans to facilitate both electric and hydrogen vehicles.

Improving air quality

- The latest (2015) air quality data, in the Tees Valley Environment Protection Group Annual Report (2016) confirms that air quality in much of the region continues to meet the regulated objectives. Pollutants mainly associated with road transport have stabilised, with any reduction in emission levels per vehicle being largely offset by increases in traffic flow. There are currently no Air Quality Management Areas in the region. However, road transport continues to be the main source of some air pollutants and air pollution is associated with a number of adverse health impacts, so air quality needs to be continually reviewed

Enhancing and protecting the natural and built environment

- Tees Valley contains several distinctive landscapes, including part of a national park (North York Moors) and part of a Heritage Coast (North Yorkshire and Cleveland). The Durham Heritage Coast adjoins Hartlepool and extends north towards Seaham and Sunderland, and may be extended south into Hartlepool in the longer term. Most of Tees Valley is in the Tees Lowlands Countryside Character area, as defined by Natural England
- There are a number of designated conservation sites and also areas designated at the “local” (i.e. regional, Local Authority or community) level for nature conservation purposes, the most important being local nature reserves. Key pressures and risks in respect of biodiversity and

nature conservation include air pollution and climate change, which can change distribution of species and habitats, and impacts due to infrastructure provision necessitating suitable mitigation

- Tees Valley is highly urbanised, with 90% of the population living in urban areas and 35% living in the five town centres
- There is a wide range of historic and other cultural heritage features that need to be protected and which span the full range of human settlement, from the prehistoric to the present
- For the most part, Tees Valley is located within the Northumbria River Basin Districts. A range of significant water management issues have been identified and within the River Tees catchment, urban and diffuse pollution are key challenges
- The built environment includes designated heritage assets such as registered parks and gardens and scheduled monuments, many of which are located across the plan area, as well as other buildings and public spaces. Industrial heritage assets are also an important component of the cultural and historic built environment. Several elements of the transport infrastructure in the plan area (bridges, stations etc) are designated heritage assets. Together, all these assets make an important contribution to the character of urban areas
- Green infrastructure has been a priority across the region for a number of years and the ambition, shared with Local Authorities and the Environment Agency, is to develop a network of green corridors and green spaces that:
 - ▶ enhances the quality of place for existing and future communities and potential investors
 - ▶ provides an enhanced environmental context for new development, regeneration projects and housing market renewal
 - ▶ provides an opportunity to integrate with cycling and walking infrastructure
 - ▶ provides a buffer against the effects of climate change
 - ▶ provides beneficial services such as sustainable drainage, air quality regulation, removal of carbon from the atmosphere and enhancement of biodiversity

Climate change adaptation

- Climate change will see more extreme weather events and sea level rise is forecast to have an impact on the Tees valley over the next 10 years. There is a need to ensure Tees Valley and its transport network is resilient to the impacts of climate change. The Environment Agency has produced the Tees Tidal Flood Risk Management Strategy, which informs their investment planning in the Tees Estuary. The Strategy aims to provide a sustainable, cost effective plan for managing flood risk within the Tees Estuary over a 100-year period. The Combined Authority will work alongside the Environment Agency to ensure that resilience to flooding is a key consideration in new schemes
- An Integrated Sustainability Appraisal has been conducted alongside the development of this Strategic Transport Plan. This has highlighted a number of issues which have informed the development of the Strategic Transport Plan and has helped prioritise areas where the impact of transport can be reduced or negated



3. What is Needed to Make the Vision a Reality?



Making our vision a reality will involve interventions across a range of different modes. The ease of the start of any journey is often what determines how somebody chooses to make that journey, whilst the end of a journey is often the last impression of an area. We need to recognise that the whole of the journey that a person makes is important.

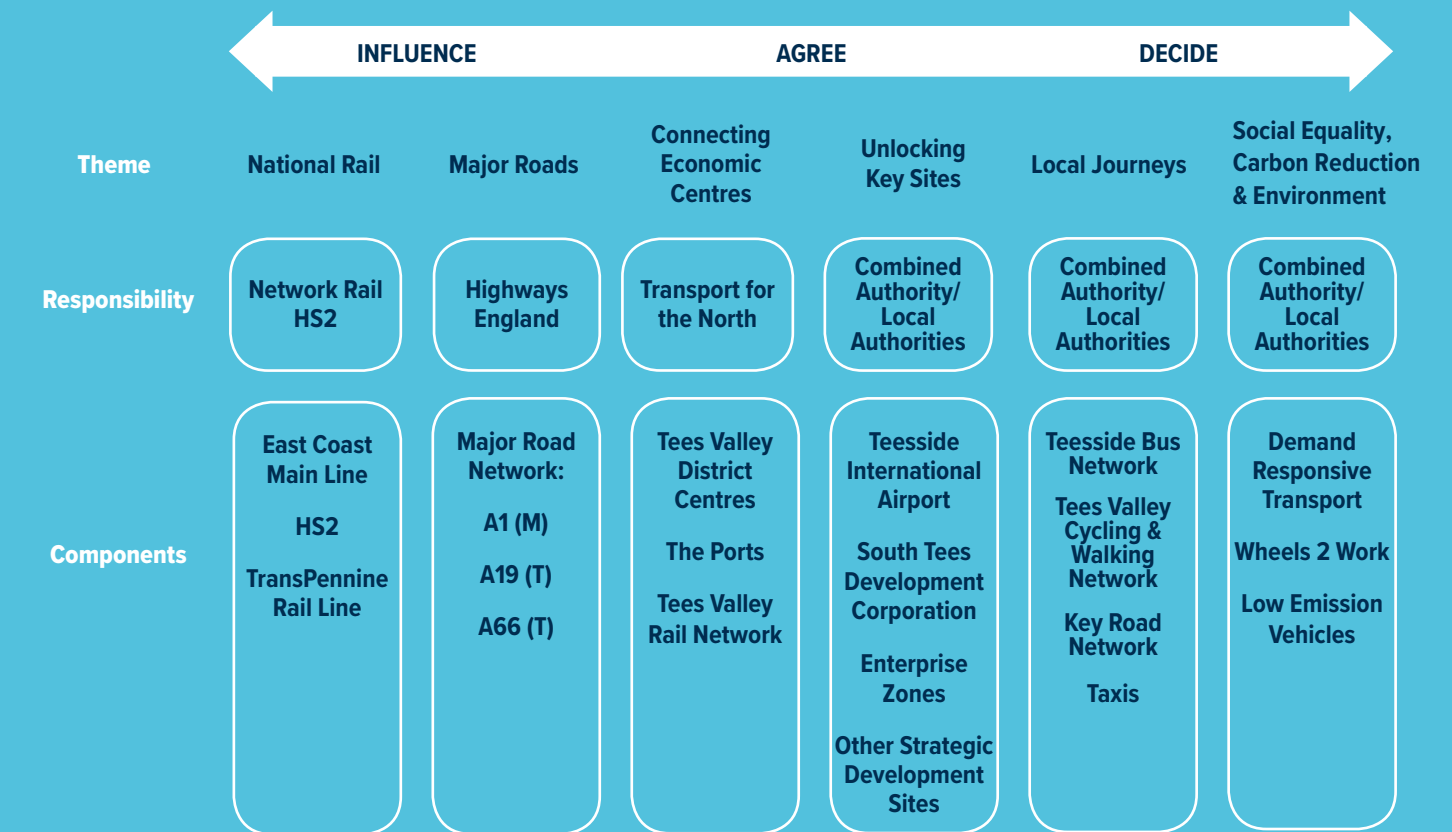
That means improving our walking and cycling networks and making sure that the public transport network works for people now and in the future. Improving the conditions for the start and end of more local journeys is also how we can attract people away from the private car.

Very often, improving local journeys requires action on a larger scale to ensure that we can do what is necessary in Tees Valley. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads, on which the core bus services operate.

The development of a world-class transport system requires us to set out what Tees Valley needs at a national and regional level, as well as a more local one. We also have to recognise that the allocation of funding for transport interventions, and their delivery, comes with varying levels of responsibility. Therefore, we have developed a framework for setting out the main interventions needed based upon six themes, which are closely linked together.

No one theme is more important than the other, but the plan is set out in this way to recognise where our region has more autonomy through the devolution deal to bring forward the right intervention, at the right time.

High-quality Integrated Transport Network



The first two themes, National Rail and Major Roads, recognise the role played by Network Rail, HS2 Ltd and Highways England in managing and operating the existing rail network and the strategic road network. This Strategic Transport Plan needs to make the case for nationally-led interventions on these networks through the five-year funding allocations associated with them.

The third theme, Connecting Economic Centres, recognises the emerging role of Transport for the North in identifying and promoting pan-Northern connectivity improvements between the North's economic assets and clusters, a number of which are located here. Transport for the North's Strategic Transport Plan and supporting Investment Programme set out those interventions for which a start could, and should, be made before 2027. A number of our key priorities are included within the Investment Programme.

The fourth and fifth themes, Unlocking Key Sites and Local Journeys, link more closely to the three objectives of this Strategic Transport Plan and reflect where we have more autonomy through the devolution deal to bring forward the right intervention, at the right time.

The final theme, Delivering Social Equality and Protecting and Enhancing the Environment, is a cross-cutting theme and delivering a sustainable transport system underpins the plan.

We recognise that these themes are all transport-related, whilst the wider definition of connectivity also includes digital connectivity, particularly broadband. Understanding the role of technology in creating and supporting the opportunities for seamless mobility will be important in the future, but the timeframe for this Strategic Transport Plan means that there is currently a greater emphasis on infrastructure.

The remainder of this chapter describes the rationale behind each of the six themes, and provides a signpost to the relevant Implementation Plan(s) in which the detail of our planned interventions can be found.

3.1 National Rail

The East Coast Main Line (ECML) is the fundamental backbone for all of our strategic growth aspirations for rail, both passenger and freight. Over the next two years, East Coast services will increase in frequency through Darlington and extend to Middlesbrough with new, longer trains and there will be similar improvements with TransPennine services to both locations. CrossCountry and Grand Central services provide vital connectivity on the route, whilst freight services are also forecast to grow, so the capacity and capability to meet all these demands must be provided.

The long-term aspiration for national rail is that Northern Powerhouse Rail (NPR) and High Speed Rail (HS2) will play a critical role in supplementing these services and thus further enhance strategic rail connectivity to and from the region.

NPR, the centrepiece of Transport for the North's (TfN's) long-term rail strategy, will potentially further transform links to the key economic powerhouses of Leeds and Manchester, as well as to Manchester Airport, by delivering significant journey time reductions and improving journey quality across the Pennines. NPR is being promoted as a single network for the North and

the case is being made to Government. The network stretches from Liverpool in the West, to Newcastle in the North, Hull in the East and Sheffield in the South. Beyond York, current plans show NPR using an upgraded ECML so Darlington will be the main calling point in Tees Valley, although future expansion could see Middlesbrough and other parts of the region also served directly.

For assessment purposes, NPR is broken down into various corridors such as Liverpool-Manchester, Manchester-Leeds, Manchester-Sheffield, Leeds-Newcastle, Leeds-Hull and

Sheffield-Hull. For us, the Leeds-Newcastle corridor is of most interest and a series of options to upgrade the existing ECML, as well as the parallel route north of Northallerton, were included in the business case. This upgrade will be required in order to provide sufficient capacity to cater for the uplift in the number of future passenger and freight services, from six trains per hour to nine. The specific options along the Leeds-Newcastle corridor to provide the additional capacity needed will be further refined as the business case is developed.

HS2, the Government's main national long-term rail priority, will improve connectivity to London and Scotland and will have a particular transformational impact on links to the Midlands by drastically reducing journey times by rail. There will be dedicated infrastructure for HS2 between London and just south of York after which services will run on the upgraded ECML. Again, Darlington will be the key calling point for Tees Valley. As the infographic shows, HS2 will reduce journey times to London by nearly half an hour and by nearly one hour to Birmingham.

It is therefore vital and extremely welcome that both of these transformational high-speed rail services have outlined a commitment to directly serve Tees Valley in the future.

For this to work, there is a pressing need for major investment in additional capacity on the ECML north of York to allow for the combined demands of NPR, HS2, "classic" rail and freight to be met in full. Network Rail has outlined the investment that will be

needed to meet future growth requirements in its ECML Route Study, published in 2018. Darlington Station is a particular pinch-point on this section of the network and is causing operational constraints for long-distance services and local passenger and freight services which cross or terminate here. The lack of capacity will be compounded when further service enhancements are introduced and it will severely restrict the impact of NPR and HS2, in turn having a negative effect on our regional economy.

The ECML is fundamental to all Tees Valley rail aspirations and it is clear that urgent investment to improve capacity and resilience is now of paramount importance. The Combined Authority is an active member of the Consortium of East Coast Main Line Authorities (ECMA) which is campaigning for this investment.

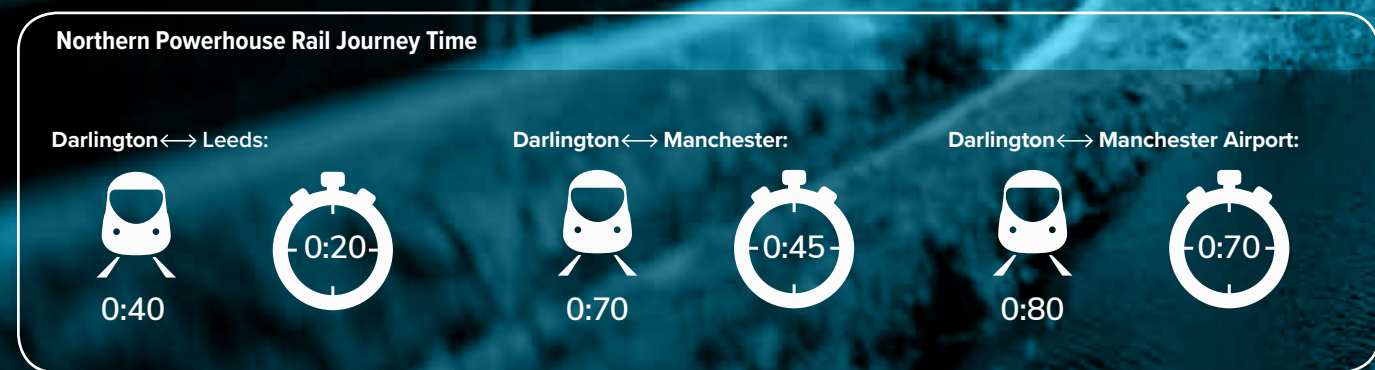
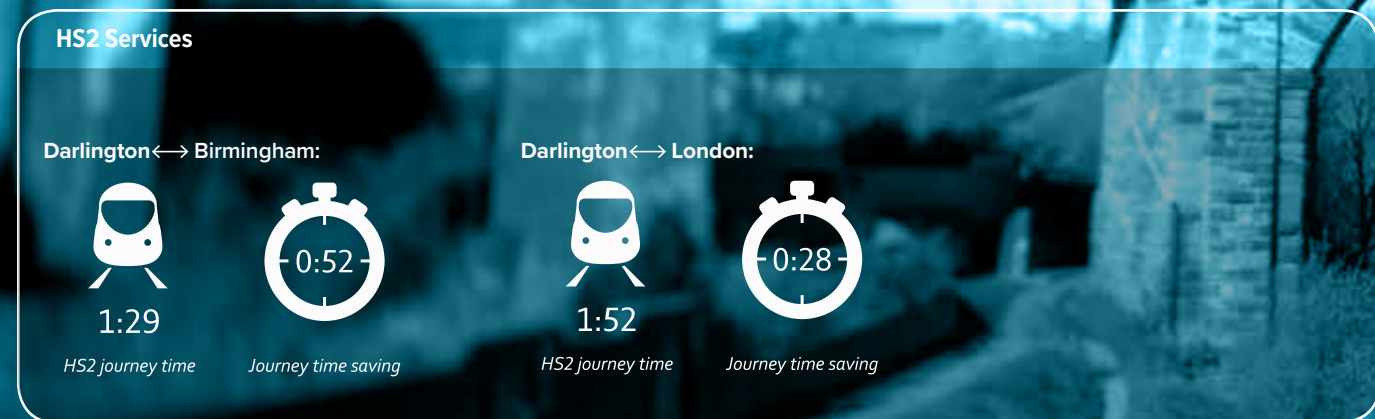
To date, investment in the UK's major stations has not been focused on Tees Valley, meaning station facilities at Darlington and Middlesbrough do not reflect their role as key gateways to our area. Consequently, there are immediate capacity issues at both stations.

In addressing these constraints, we want to deliver the following for our passenger rail services:

- Improved links between Tees Valley and the rest of the country and to key airports and ports
- Improved East Coast Main Line, TransPennine, Durham Coast and local rail networks to cater for future growth in both freight and passenger numbers across the North
- Ensure that our main rail stations at Darlington and Middlesbrough are ready for major projects such as the new Intercity Express trains, High Speed Rail and Northern Powerhouse Rail

The Tees Valley Rail Implementation Plan sets out our ambitions for the future of the rail network, showing how rail can play a leading role in supporting growth and affecting mode shift away from the private car. This sits within a number of other policy documents, including the North East Rail Statement, developed jointly with the North East Combined Authority (NECA), the North East Joint Transport Committee and Transport for the North's Long Term Rail Strategy for the North.

Details of the preferred solution for Darlington can be found in the Darlington 2025 Prospectus, which sets out the proposal for new station platforms and buildings to allow more long distance and local rail services to stop at its station. This proposal will see public and private investment to develop the station as an essential part of the town's heart. It would also see up to 30,000sq m of new business space created, alongside 1,500 new homes around the station. The investment will also help to better integrate the station with Central Park and the town centre.



A Master Plan for Darlington Station was completed in 2017 and the scheme has since been showcased in various key documents and projects including Network Rail's East Coast Mainline Route Study, HS2's Changing Britain: HS2 Taking Root report and TfN's Strategic Transport Plan and NPR project. The key objective now is to ensure that the scheme is submitted to the Department for Transport (DfT) for inclusion in the new Rail Network Enhancements Pipeline at the earliest opportunity in order that the target delivery timescale 'by 2025' is achieved.

The business case continues to be developed to make the case for investment to the DfT. The key elements of the project are:

- A new East side station comprising provision of a new mainline platform capable of servicing much longer trains that will be provided by HS2 and NPR, new platforms for local services, a new station building and passenger facilities, a new accessible footbridge linking the new East side with the existing station building, revised car parking arrangements, improved interchange and wider station fabric and public realm enhancements

The Middlesbrough Station Master Plan outlines a series of major improvements at the station, to allow more efficient use by local and long distance rail services. This includes franchise commitments to provide new direct rail services between Middlesbrough and London and the improvement and expansion of services operated by TransPennine Express and Northern Rail. It also highlights the role, as a new transport hub, that the station will play as a result of regeneration proposals around the town centre.

There are two distinct elements to the Middlesbrough Station project:

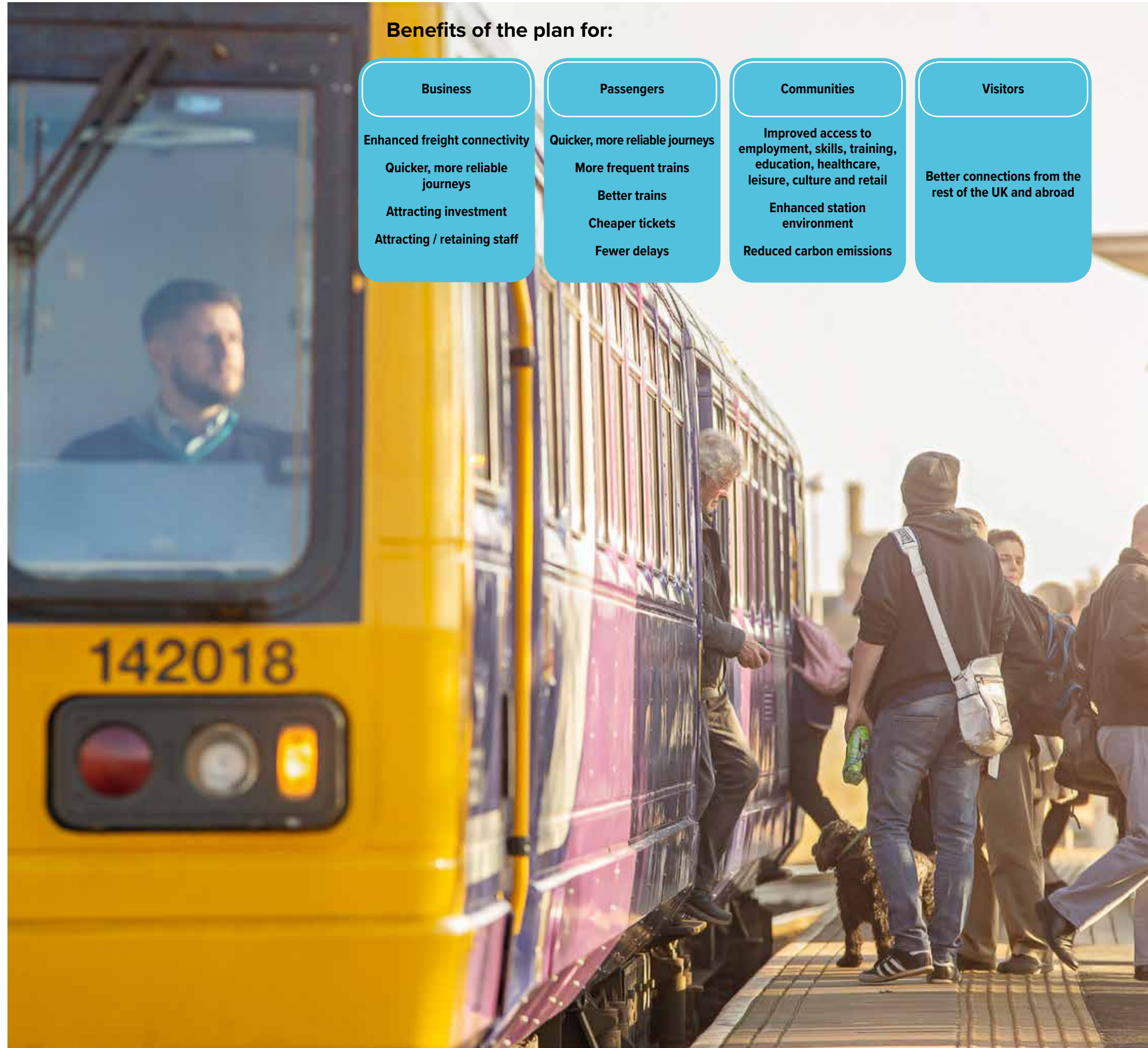
- The provision of additional platform capacity at the station. A business case is being developed to determine the optimum solution that can deliver the required capacity for all future growth in service levels, such as service improvements and enhancements included in both the Northern and TransPennine franchises, new East Coast services to London and further improved local services
- The provision of improved station facilities. This includes the remediation of the station undercroft, improved facilities for passengers in the booking hall and concourse areas improving access to and from the station, and enhanced public realm on the various approaches to the station

There is also an aspiration to influence future franchises to ensure that services on the strategically important TransPennine route extend beyond Middlesbrough to Redcar and ultimately Saltburn.

Rail freight is key to the future economy of Tees Valley, and the need to provide routes for freight services to move between port facilities in particular and key markets is imperative. More detail on the interventions needed are included in the Freight Implementation Plan.

A key early requirement is a major upgrade of the rail line between Northallerton and Middlesbrough to the Ports of Tees and Hartlepool, so that it can be used by bigger freight trains. This supports the ongoing development of the Tees as a truly international freight gateway for the North of England. Funding is already in place to more than double existing container capacity, creating up to 4,000 direct and indirect jobs. The upgrade will also facilitate the passenger rail service improvements required at Darlington and Middlesbrough.

The work on these projects will also be considered by TfN through its work on the Connecting the Energy Coasts and East Coast to Scotland Strategic Development Corridors to inform its emerging long-term Investment Programme for the North.



Benefits of the plan for:

Business	Passengers	Communities	Visitors
Enhanced freight connectivity	Quicker, more reliable journeys	Improved access to employment, skills, training, education, healthcare, leisure, culture and retail	Better connections from the rest of the UK and abroad
Quicker, more reliable journeys	More frequent trains	Enhanced station environment	
Attracting investment	Better trains	Reduced carbon emissions	
Attracting / retaining staff	Cheaper tickets		
	Fewer delays		

3.2 Major Roads

Major national roads form the Strategic Road Network (SRN) and are operated by Highways England on behalf of the Secretary of State. The SRN comprises approximately 4,200 miles of road (some 2% of the road network in England) and carries, on average, four times as many vehicles each day per mile of road than locally managed major roads. In Tees Valley, the SRN accounts for 4% of the road network and comprises the following routes – A1(M), A19, A66 (west of the A19), A174 (between the A19 and the A1053) and the A1053 itself.

The SRN serves a strategic purpose for road-based connections beyond the Tees Valley, but it also fulfils an important role in relation to regular local shorter distance journeys within the Tees Valley. There is therefore a clear inter-relationship between the SRN and the local road network. The performance of the SRN often has consequential impacts upon the local road network, but conversely local road network issues can impact upon the SRN. There is therefore a need for close working with Highways England to ensure a joined-up approach to management of the whole network.

Recognising that the SRN accounts for a very small part of the total road network across the North of England, work by Transport for the North (TfN) has defined a new Major Road Network (MRN) for the North, based on routes that join a series of agreed important economic centres, including all ports and airports and designated Enterprise Zones. This approach is a much more economically focused method that is intended to be a “live” network, responding to changes in demand as growth takes place. Tees Valley’s routes within TfN’s MRN for the North include the remainder of the A66, the A689, a number of key radial routes in Darlington, the A172 north-west

of Hartlepool, the A135 and A67 in Stockton, and the A171 and A172 in Redcar and Cleveland.

In 2018, the DfT published its own MRN proposals across England to set out a tier of roads managed by local highway authorities that would now be able to access funding for improvements and maintenance through the National Roads Fund from 2020 onwards. Whilst it is disappointing that not all of the TfN network is included, particularly for routes such as the A172, it is a welcome recognition from DfT of the role that these roads play and the need to identify a sustained funding stream for them.

Whilst this approach provides a much more comprehensive coverage of those roads that are important to a local areas, it does not necessarily account for key public transport routes, nor links within local highway authority areas that serve the social needs of our region. To address this, we have taken the TfN approach one step further and defined our own Key Route Network (KRN) as shown below, within our Roads Implementation Plan.

This is the network of roads that we see as being the most vital to the future growth aspirations of our area from both an economic and social perspective, and will form the basis for developing a long-term programme of transport improvements. The proposed KRN covers 888 miles or 22% of all the roads in Tees Valley.

Defining a KRN in this way will ensure that we can more effectively plan and manage a programme of road improvements to support the delivery of economic growth. Improving the KRN will help us influence conditions on local roads, as increased congestion on main routes often leads to traffic re-routing onto more minor roads and/or the minor roads being impacted by vehicles queuing to join main routes. These more minor roads are not intended to accommodate the volume of traffic now being placed on them, and as such have not been designed or equipped sufficiently.

The focus on improving the performance of the KRN will assist in the delivery of other priorities, for example the Freight Implementation Plan, given that the majority of road freight movements will utilise this network. The freight sector is a key enabler in terms of investment, jobs and economic wellbeing. Tees Valley does not have the levels of urban area congestion seen in some other cities, but does have pinch points of congestion across key freight routes, which affect network efficiency. The fact that principal bus routes have been included in the proposed KRN will also help improve bus journey times and reliability and assist in promoting this important mode of travel.

Reliability and resilience is important for all users – the ability to get where people want to be, when people want to be there, with a high degree of certainty, is a key selling point for any area for residents, workers, students and visitors. In developing

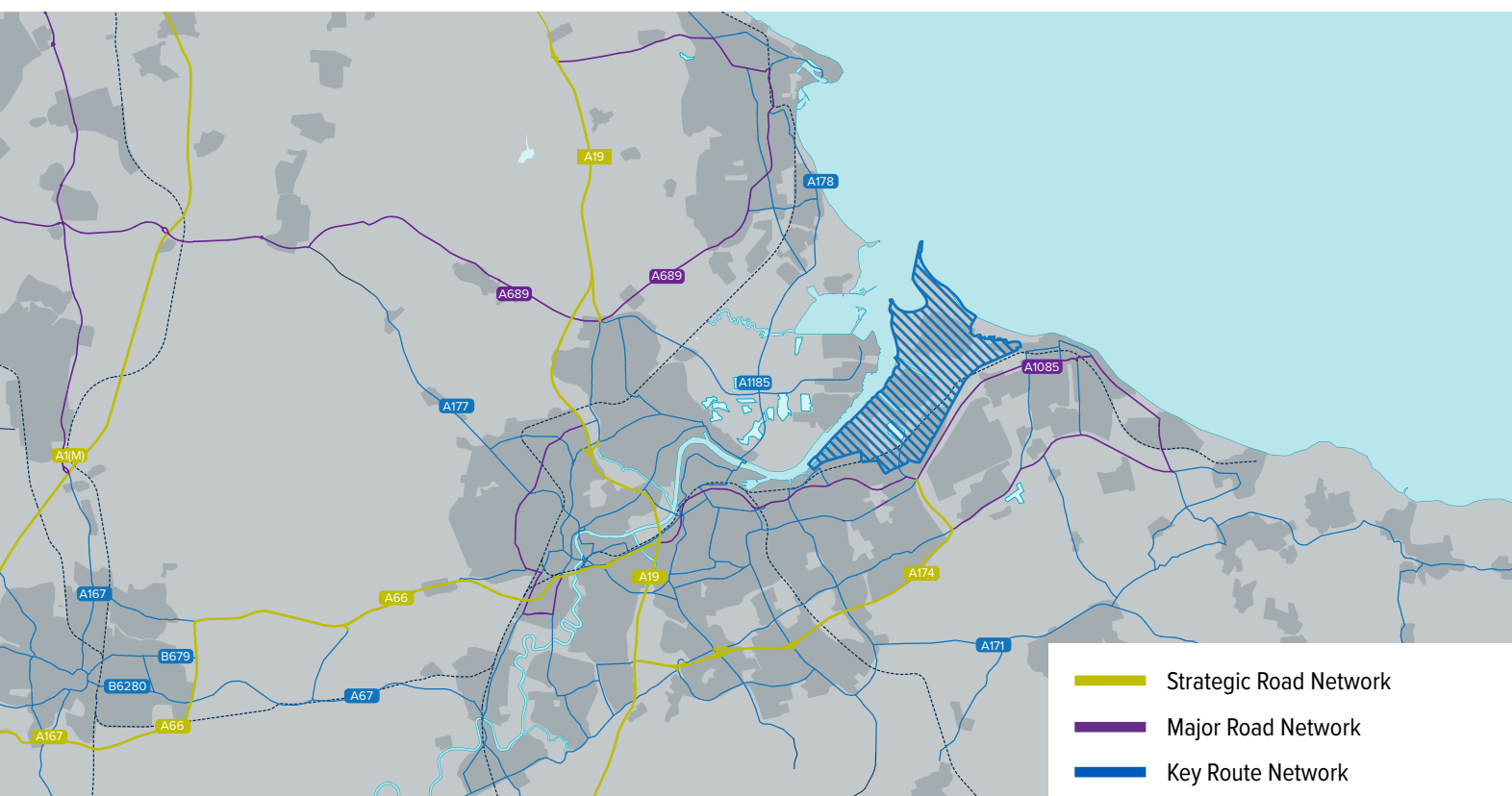
our priorities for future road investment and management, we need to ensure that this applies across the KRN.

TfN has developed a series of pan-Northern indicators against which the performance of its MRN will be monitored. We will be working with TfN to agree the exact details of these indicators and use them to develop a corresponding series of indicators for the Tees Valley KRN. We also need to work closely with Highways England and the local authorities to consider the whole network performance in relation to people’s overall journey.

In developing future interventions across the KRN, and indeed all of our local road network, the starting point is to make best use of existing infrastructure and to ensure that all technological tools are used to provide the reliable, resilient and safe network to which we aspire. We will continue to develop our Urban Traffic Management and Control system, which will make the best use of existing capacity, help inform users’ live journey decisions and reduce delay.

Even with such an effective use of the existing network, there will still be a need to identify, develop and deliver significant highway infrastructure improvements to support housing and economic growth. In the future we are proposing to develop an evidenced-based pipeline of schemes that will improve the KRN.

However, the impact of roads on the environment cannot be overlooked. TfN is to explore options for reducing the impact of road-based travel on the environment, air quality and carbon emissions, including exploring how Highways England’s Air Quality Strategy could be expanded to cover the MRN for the North through future investment on the network, and Tees Valley will be part of this work as it applies to our network.



Our five Local Authorities will also continue to invest in the maintenance, improvement and safety of the local road network.

There are a number of “live” schemes within the KRN Programme. The A19 has been identified as a new high-quality strategic route – an “expressway” – by Highways England, yet there remains a pinch point at the Tees Viaduct, where delays regularly occur because there are too few alternative ways to cross the River Tees. The A19 Tees Viaduct carries more than 100,000 vehicles per day – in contrast, the parallel A1(M) only carries 43,000 vehicles per day at the point where it crosses the River Tees, emphasising how important the A19 is in connecting us to the rest of the UK.

There is no connection between the A1(M) north of Junction 57 and the A66 Darlington Bypass. This requires high levels of traffic, including heavy goods vehicles, to gain access via unsuitable residential areas to the north of Darlington. Sections of the A66 are also single carriageway and key junctions on the route are heavily congested. The A66 is only classified as part of the national Strategic Road Network and managed by Highways England to the west of the interchange with the A19. Beyond this point the A66 becomes the responsibility of the relevant Local Authority, so onward access to key strategic locations such as the South Tees Development Corporation,

the Ports of Tees and Hartlepool and Wilton International is essentially via a local road, despite the fact that it carries up to 85,000 vehicles per average weekday, 10% of which are HGVs. Access to Teesside International Airport, a key hub for international connectivity is, via the A67 – a single carriageway local road.

These two routes are the main road arteries north-south and east-west through Tees Valley, so they need to be improved to support the growth that is anticipated. We want to enhance major road links within the region and to and from the rest of the country to improve travel and access to global markets and support inward investment.

A new major road crossing of the River Tees will ensure that the A19 expressway will meet the “mile per minute” objective for the Strategic Road Network, address current issues with journey times and delays, as well as allowing the local road network to be improved in order to help deliver a number of new employment and housing sites. It will also help realise the full benefit of the A19 Norton to Wynyard widening scheme, due for completion by Highways England in 2022.

Improving the east-west A66 corridor from the A1(M) will provide a consistent standard of route all the way to the Ports of Tees and Hartlepool and the Development Corporation site. This could be provided by a new route around the north of Darlington, capacity improvements along the A66 around Darlington and Stockton, and junction improvements along the local road section of the A66 between the A19 and the Port, including at the Cargo Fleet and Port access roundabouts.

In the longer term we will seek to examine the feasibility and viability of an Eastern Tees Crossing associated with the South Tees Development Corporation site.

The work on these projects will be considered by TfN through their work on the Connecting the Energy Coasts and Yorkshire to Scotland Strategic Development Corridors that inform their Investment Programme for the North. Furthermore, we will continue to work with Highways England to develop a sound evidence base to inform future investment in the SRN.

Other significant schemes in the KRN programme include:

- **Portrack Relief Road**
- **A19, grade separated junction, Elwick bypass and Hartlepool Western Link**
- **A689 Wynyard Corridor Improvements**
- **A number of junction improvement schemes on the A66, A67, A172 and A174**



Benefits of the plan for:

Business

- Reduced journey times
- More reliable journey times
- Supporting the creation of 25,000 new jobs
- Supporting inward investment

Drivers

- Provision of quicker, more reliable journeys

Communities

- Less through traffic on local roads
- Safer roads
- Safer road crossings
- Supporting the development of 22,000 new homes

Visitors

- Quicker connections from the rest of the UK

3.3 Connecting Economic Centres

In addition to connections to the rest of the UK and beyond, linking together our own town centres, economic assets and key health, employment, education, retail, tourism and cultural locations is vital for Tees Valley to function effectively. Better transport connections within the region and into our main rail stations will also allow us to maximise the opportunities afforded by improvements to the national networks.

To support our economic growth aspirations, people need to be able to travel easily around Tees Valley to access jobs, education and training opportunities. This is particularly important for the significant proportion of our residents who do not have access to a car – hence the need for frequent and high-quality public transport services alongside improvements to the road network. As highlighted previously, the long-term programme for achieving road improvements is governed by the KRN Programme approach within the Roads Implementation Plan.

Culture and tourism are critical in shaping the quality of the Tees Valley offer and making it an attractive place to invest, work, live and visit. It is vitally important that we improve national rail connectivity and increase the number of flights into Teesside International Airport to enable visitors to access the Tees Valley. We also need to improve the public transport offer within the Tees Valley to enable residents and visitors to visit our tourism and cultural assets without relying on the car.

Road Improvements

As highlighted previously, the long-term programme for achieving road improvements is governed by the Key Route Network Programme approach within the Roads

Implementation Plan.

The Roads Implementation Plan also explains the strategic approach our Local Authorities will take in relation to network management and asset management to address issues such as a backlog in maintenance work and increasing costs of undertaking repair work. This includes road surfacing, bridges, street lighting, traffic control systems and public transport infrastructure. The Roads Implementation Plan makes reference to the policies and plans of each of the Local Authorities, including the Transport Asset Management and Network Management Plans, and will draw on the best practice approaches identified within the Highways Maintenance Efficiency Programme.

Local Authorities will continue to invest in the maintenance, improvement and safety of the local road network. Having defined the Key Route Network, we will look to develop an agreed set of standards for this network to help provide the resilient and reliable network that our businesses need.

We will also continue to promote activities such as car sharing and the take-up of electric vehicles so as to reduce the impact of private car use on health and the environment.

Improving Bus Services

Buses are the most well used form of public transport in Tees Valley, accounting for 81% of public transport journeys. However, there has been a 13% decrease in patronage since 2012/13 and reversing this decline is a key priority for the Combined Authority.

In order to reverse the decline in patronage we need to facilitate modal shift from the car. However, it is recognised that for this to happen the bus needs to provide a viable alternative and a range of factors need to be considered including cost, convenience, journey time and quality of the experience. Our aspirations for improved bus services are underpinned by four inter-dependent aims:

- Financial sustainability - The Tees Valley bus network needs to be financially sustainable for commercial operators to continue running services
- Responding to changing demand for travel – this will involve reviewing network coverage, considering extended hours of operation, providing innovative solutions where it is challenging to provide commercial services and ensuring that public transport is considered when new housing and employment sites are being developed
- Improving the competitive position of the bus – continuing efforts to improve the quality of local bus services and the passenger experience, whilst also seeking to make bus travel financially competitive when compared to the car.
- Delivering a more integrated public transport system – journeys by bus inevitably involve using at least one other mode of travel. Work is therefore needed to ensure the integration between bus services and other modes, particularly local rail services.

A further challenge is that congestion on key corridors is impacting on journey times and punctuality. A report by Greener Journeys entitled 'The Impact of Congestion on Bus Passengers' identified a direct correlation between operating speeds and patronage, with a 10% decrease in speeds reducing patronage by at least 10%. There is therefore a need to facilitate the more efficient movement of buses through bus priority measures.

The Bus Implementation Plan sets out how we will develop bus services to achieve these aspirations. The Combined Authority will continue to explore bus network delivery options in respect of the Bus Services Act 2017. The Act strengthened arrangements for partnership working between bus operators and Local Authorities, and introduced bus franchising powers.

Under a partnership arrangement the Combined Authority commits to take steps to support local bus services, for example the provision of improved bus passenger waiting facilities, integrated real-time travel information and ticketing, highway network improvements and measures to encourage an increase in bus patronage. In exchange the bus operators are required to meet specific local standards, for example minimum service frequency, maximum fares, and better buses.

The Act also provides Mayoral Combined Authorities like ours with the powers to implement bus franchising in their area – similar to the system operated by Transport for London. Under a franchising scheme, bus services continue to be operated by private bus operators, however they do so under the direction of the local transport authority. The local transport authority specifies all aspects of the bus network including routes, fares and vehicle quality and put this network out to tender. All bus companies are then able to bid for the right to run the specified service, while the local transport authority assumes the revenue risk of running local bus services.

This is relatively new legislation and no combined authority has implemented a franchising scheme. At this stage we are committed to continue working with bus operators on a new partnership agreement.

Improving Local Rail Services

Local rail services will also play a significant role in connecting our key centres and the Rail Implementation Plan describes how the identified interventions on the national rail network are fundamental to us realising our ambitions for the local rail network. Ongoing devolution of local rail services, through Rail North and the North East Rail Management Unit (NERMU), will allow us to have a greater level of input to both the specification of local rail services and their operation. Both are vital to make the network work better for our economy and housing growth aspirations.



The Combined Authority welcomes the improvements that are included within both the Northern and TransPennine Express franchises, but will be working hard through NERMU to secure further enhancements at the earliest feasible opportunity to ensure that:

- A minimum of two trains per hour operate on all rail lines wholly within Tees Valley, which is not currently the case. This is consistent with the desirable minimum standards that have been set out by Transport for the North in its Strategic Transport Plan
- Earlier morning, later evening and improved weekend services, particularly on Sundays, are delivered along with appropriate provision on key bank holidays such as Boxing Day and New Year's Day

- Connections between all local/regional and national services are improved particularly at key interchange points and revisions to service patterns are fully investigated
- Sufficient network capacity is provided to support our growth ambitions for both passenger and freight services
- Master Plans for Hartlepool, Eaglescliffe and Redcar Central stations are developed further as well as for other locations as issues and opportunities are identified
- Further station improvements are delivered, particularly in relation to accessibility
- The potential for new stations is investigated

- Opportunities for the potential development and expansion of the network are fully investigated
- Rail fares become less complex, more transparent and keep in line with technological innovation, and the availability of multi-modal ticketing is improved
- Integration between rail and other modes of transport is improved
- The marketing of rail services is improved and is part of a wider, ongoing programme of public transport promotion across the region

Taxis and private hire vehicles

Taxis and private hire vehicles offer a door-to-door service and are a flexible form of public transport that can play an important role in improving accessibility. They are used by all social groups and form an important element of the wider public transport offer.

Our Local Authorities work closely with the taxi and licensed hire trade within their respective districts and boroughs, licensing both taxis and private hire vehicles and their drivers as well as providing taxi ranks. Each Local Authority will continue to review its licensing policies to ensure they are up to date and reflect current legislation and market developments, such as the increasing use of smartphones to order and pay for services via apps and the availability of lower emission vehicles. The Local Authorities will also keep under review the possibility of developing a more coherent set of licensing standards so that there is more consistency in the level of service they can offer.



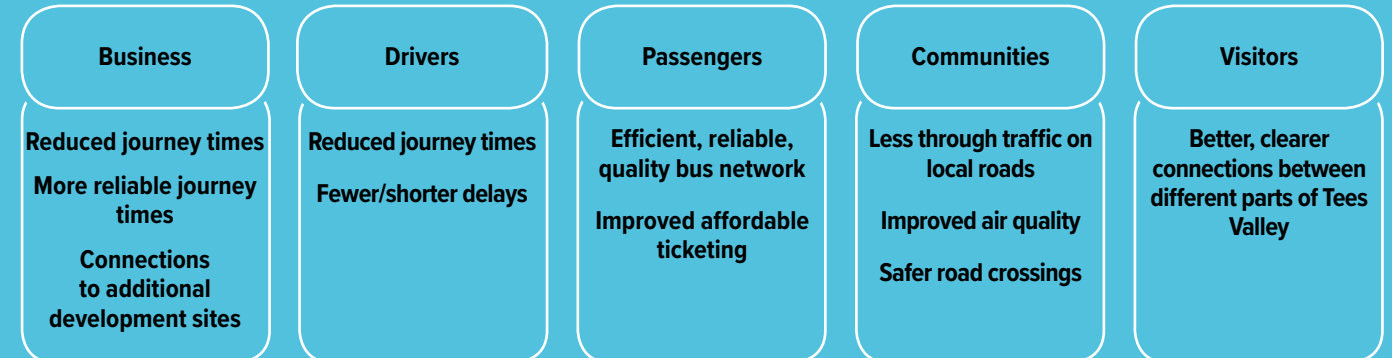
Powered Light Vehicles

Powered light vehicles, including motorcycles, scooters and mopeds, are an important mode of transport. They provide a lower cost alternative to the private car in locations that are not accessible by public transport, bicycle or foot, and make more efficient use of road space helping to reduce levels of congestion. A Wheels 2 Work scheme was established in 2018 to assist those who would otherwise struggle to access employment at the required times or locations. Redcar and Cleveland Voluntary Development Agency was selected to manage the scheme which has been a great success, supporting numerous individuals. The scheme is currently being expanded to accommodate the growing demand.

Suitable parking areas within town centres and other key locations are required to formalise parking arrangements where there is a concentration of users. Riders of powered light vehicles are also more vulnerable and have higher casualty rates per mile travelled than other motorised vehicles, so there is a need to continue safety education and training initiatives and incorporate their needs within maintenance and scheme design.



Benefits of the plan for:



3.4 Unlocking Key Sites

As outlined in the Strategic Economic Plan, businesses across the region need effective and reliable transport connections, wherever they are located.

There are currently a number of constraints on our existing transport networks, principally the road network, that act as barriers to this growth and also delay the development and delivery of key employment and housing sites required to meet our economic growth aspirations.

As well as providing and maintaining a high-quality strategic rail and road network as described previously, we want to:

- Address specific constraints on the major and local transport networks to cater for our future economic and housing growth
- Ensure that people and goods can move around Tees Valley more easily so that the economy can grow effectively and sustainably

The interventions necessary to achieve this by 2030 are set out in the KRN Programme described within the Roads Implementation Plan. Through the KRN Programme, we will continue to build a detailed database of all the future housing and employment developments across the region, which will inform detailed transport modelling analysis to pinpoint future

congestion points on the transport network. This will help us to identify and prioritise transport projects which will overcome these barriers to growth and support the levels of development and economic and housing growth envisaged in the Strategic Economic Plan. This proactive approach will help us to make the most of national investment programmes.

In the short term, one Local Major Transport Scheme – Middlehaven Dock Bridge – has been completed, and others such as the Portrack Relief Road and A19, grade separated junction, Elwick bypass and Hartlepool Western Link are in advanced stages of development. Other schemes will be brought forward as necessary to support the growth of our major development sites. Well-targeted investment will drive economic development, particularly when implemented as part of a wider programme of interventions in line with the direction of regional and national industrial policy.

Given the nature of our businesses, understanding the needs of freight as well as passengers will be crucial, particularly in the growing logistics sector. More detail on the interventions needed are included in the Freight Implementation Plan.

There will also be specific transport infrastructure and sustainable transport provision requirements associated with individual large-scale planning applications, such as those for significant housing developments at North Darlington, Wynyard, West Stockton, South Middlesbrough and West Hartlepool. It is important that public transport, electric vehicle, cycling and walking provision is properly considered when housing and employment sites are being planned and developed. Local Plans for each of the Local Authority areas, that set out local planning policies and identify how land is used, will reflect these requirements and identify in more detail local requirements in relation to transport.

South Tees Development Corporation

The South Tees Development Corporation, the first Mayoral Development Corporation outside Greater London, represents an international-level opportunity to grow Tees Valley's economy and to significantly enhance its profile both as a UK region and a centre for industrial excellence.

The vision for the Development Corporation regeneration programme is to see the area transformed into a hotbed of new industry and enterprise that makes a substantial contribution to the sustained economic growth and prosperity of the region and the communities it serves.

The strategy for regeneration of the site has at its core a Master Plan that affords sufficient flexibility in uses, land allocations and phasing to cater for anticipated changing requirements across the proposed 25-year programme. The delivery strategy is captured across 20 broad principles of which ten are core principles. Two of these core principles relate specifically to transport as follows:

- Use the regeneration opportunity to strengthen transport connections with Redcar town centre and other urban centres, to realise improved economic and community benefits
- Deliver efficient connectivity across the South Tees area through enhanced on-site transport infrastructure to realise optimal functionality

The Combined Authority is working alongside the Development Corporation to ensure the transport requirements of the site are delivered.



Teesside International Airport



Teesside International Airport is a significant asset for the Tees Valley and its wider catchment area. It retains critical connections for local business and opportunities for visitors and tourists both inward and outward. The Combined Authority has taken the airport into public ownership and entered into a partnership with the Stobart Group.

The Combined Authority, working in partnership with the Stobart Group, has set the following targets for the airport:

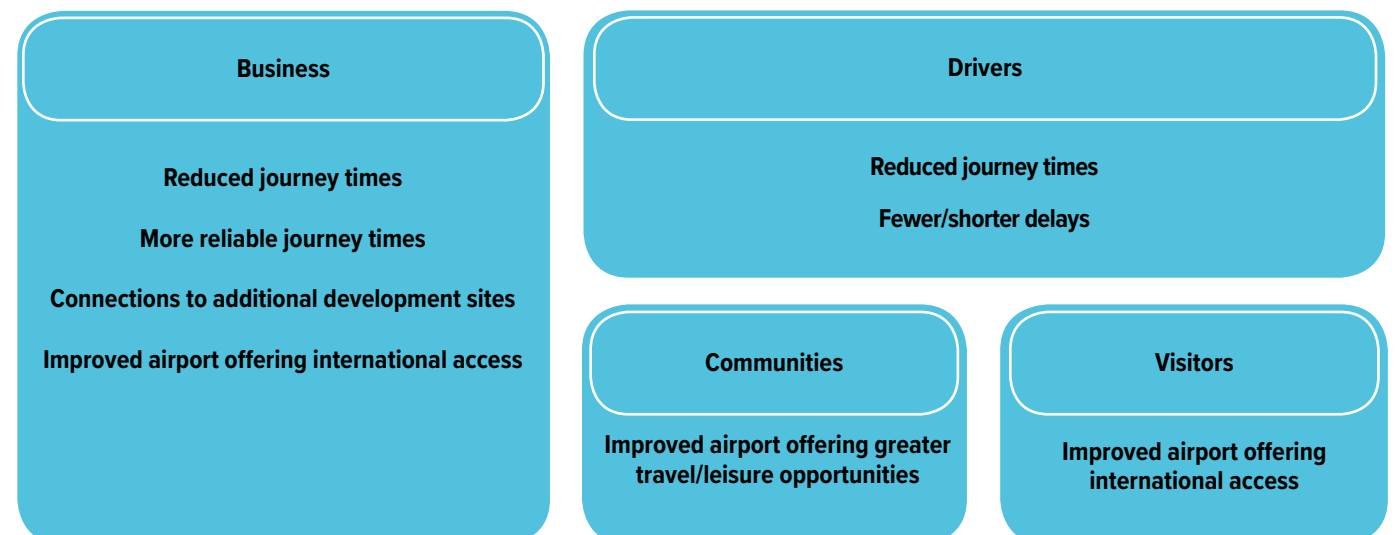
- Attraction of ten additional routes by 2022 of which:
 - ▶ 50% are chartered
 - ▶ 50% are scheduled
- The attraction of a low-cost carrier by 2022
- The increase in freight tonnage up to 500 tonnes per annum by 2023
- The tenfold increase in passenger numbers by 2023 of which:
 - ▶ 25% are business passengers
 - ▶ 75% are recreational passengers (of whom 25% are visitors to the region)

The Master Plan for the airport is also seeking to:

- Accelerate delivery of the business sites on the north and south side of the airport
- Establish an Enterprise Zone at the airport
- Improve the site, including better access to the road network, improved signage and better facilities for passengers
- Establish a stronger partnership with the Armed Forces
- Secure investment to enhance the use of the airport for freight, with good local facilities and stronger links into national logistics networks
- Improve public transport links
- Expand the airport's catchment area, through investment in the Key Route Network, and improvements to our east-west road links to the A1(M)
- Provide support for initiatives to enhance skill levels and contribute to the Combined Authority's skills and employment objectives, by developing high-quality apprenticeships and training programmes in the aviation engineering sector and associated careers.



Benefits of the plan for:



3.5 Local Journeys

Walking, cycling and bus trips continue to make up a significant proportion of daily journeys across Tees Valley. We therefore need to continue our work to date on improving walking, cycling and bus services that link housing to key destinations including railway stations, town centres, schools, colleges, employment sites, hospitals, shopping centres and culture and leisure sites. We also need to further develop cycling and walking as a leisure and tourism activity in its own right.

We want to ensure that the needs of pedestrians, cyclists and bus users are fully considered so that all aspects of the journey experience from door to door are covered. Active travel options, such as walking and cycling, also offer major health and wellbeing benefits to residents. If more journeys are made by bus, on foot or by bike then we will have less congestion on our road network and lower levels of air pollution.

To make it more attractive to use sustainable transport options, it will be important to make it as easy as possible to combine them for door-to-door journeys. This will mean making journeys by sustainable means as seamless and convenient as using private cars. Therefore we need to take action to improve the whole journey experience, including how each part connects and integrates with one another in terms of infrastructure and supporting information.

This means continuing our work in five key areas:

- Improving the provision of accurate, accessible and reliable information – through journey planning, open data, support for app development and the www.connectteesvalley.com travel information portal
- Improving the multi-operator ticketing offer in the Tees Valley across different modes – including through engagement with the Integrated and Smart Travel Programme of Transport for the North which will build on existing systems to develop smart ticketing, payment and information technologies and the North East Smart Ticketing Initiative (NESTI)
- Providing regular and straightforward connections at all stages of a journey and between different modes of transport – helping to ensure access for all users and improved co-ordination between operators
- Reducing bus journey times and improving punctuality through the implementation of bus priority measures
- Delivering safe, comfortable and highly functional transport facilities – specifically interchanges, cycle hubs, bus stop shelters and electric vehicle charging points

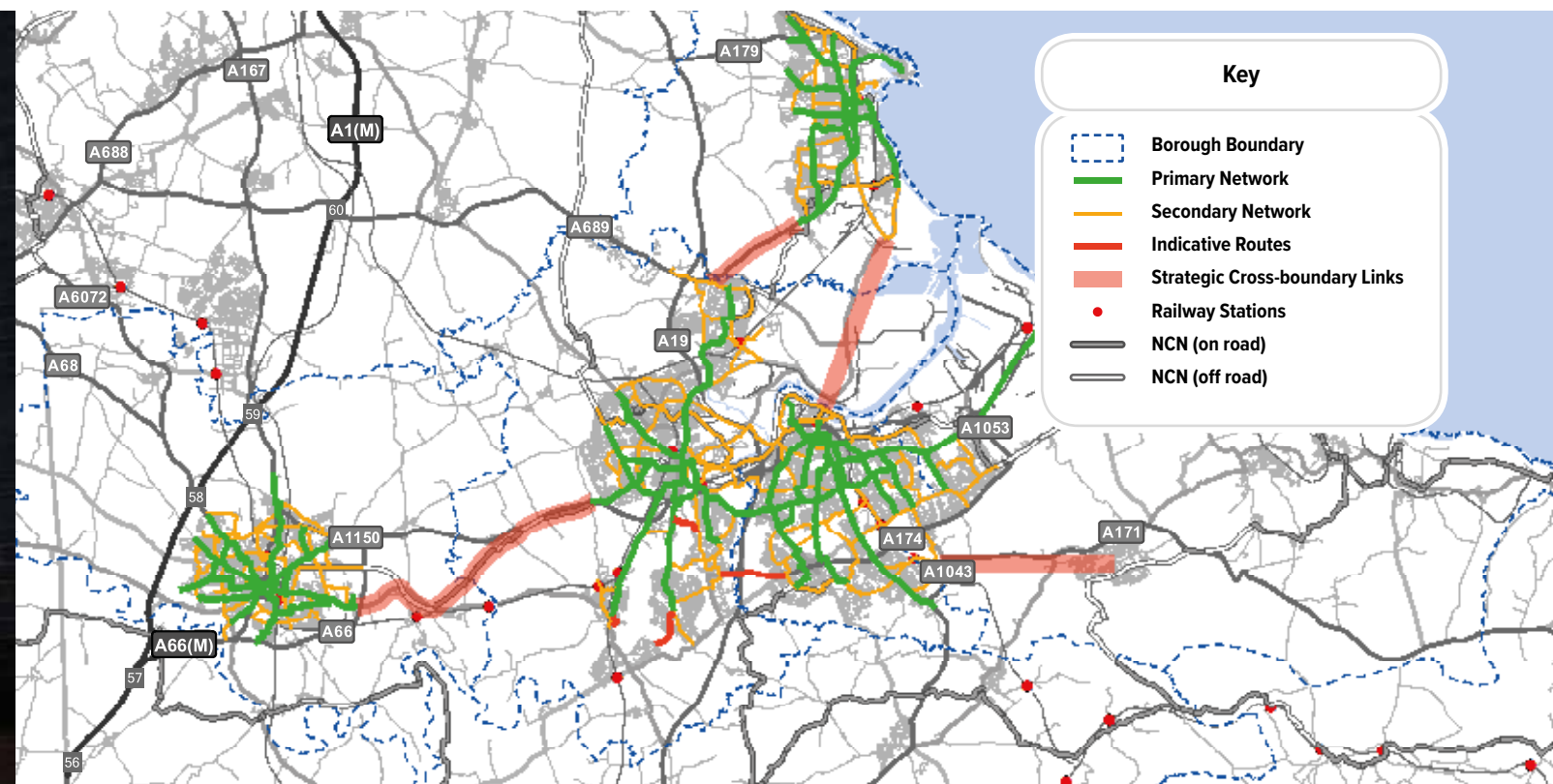
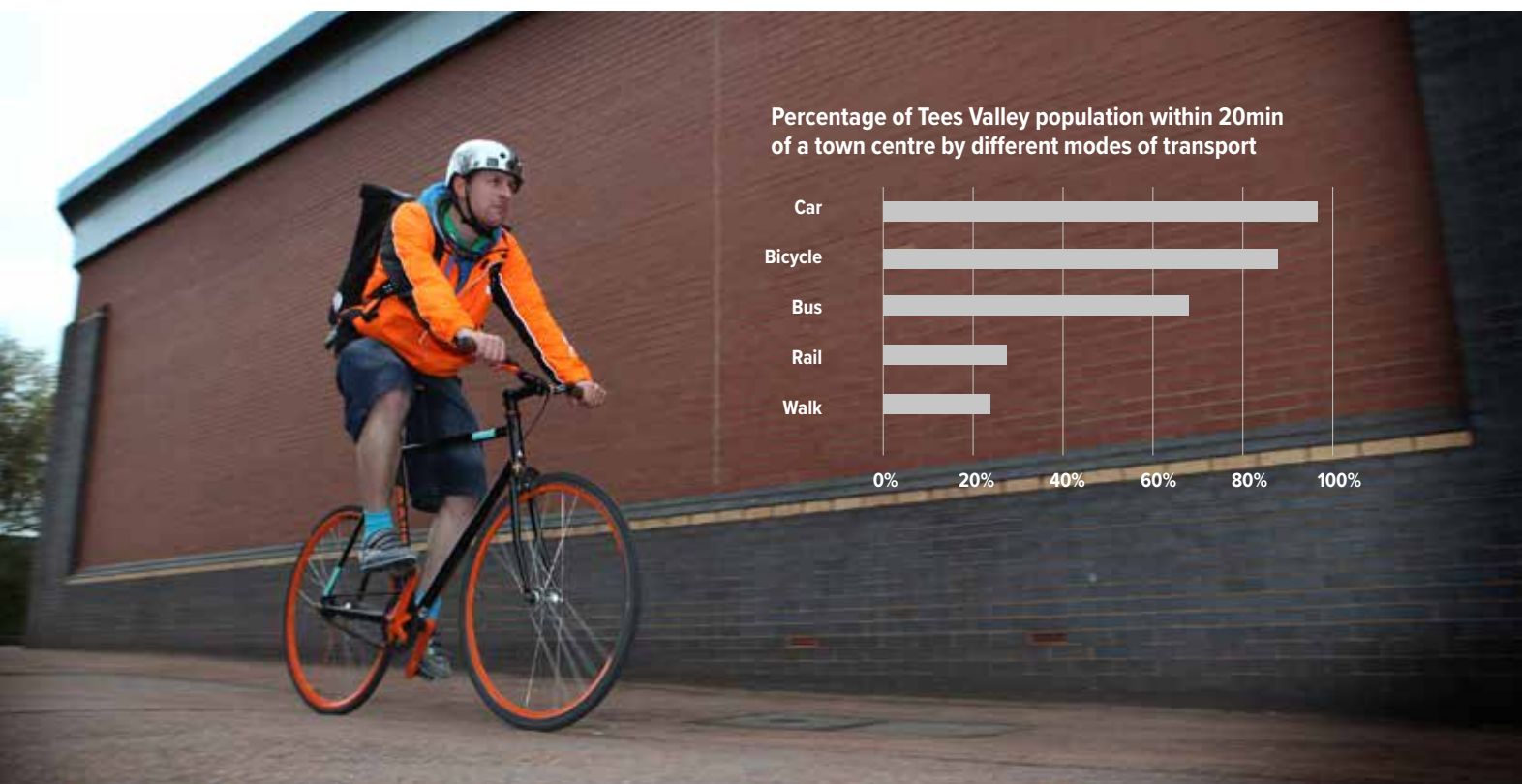
The Cycling & Walking Implementation Plan sets out how we will enhance the cycling and walking network to help residents and businesses enjoy the health, social and environmental benefits of active travel. Our specific aspirations are as follows:

- Support economic growth by providing and enhancing access to employment, education and training by cycle and foot
- Through the Local Cycling & Walking Infrastructure Plan we will develop a pipeline of schemes to create an integrated, good-quality, accessible and well-maintained cycling and walking network that connects people and places. Ensure that the needs of cyclists and pedestrians are reflected within new developments and the delivery of wider transport infrastructure improvements
- Improve and maintain the quality of our cycling and walking networks. Ensure that walking and cycling are included within relevant highway maintenance policies and procedures, and consider opportunities to introduce provision for pedestrians and cyclists when undertaking routine maintenance
- Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured by providing new or improving existing infrastructure, and via the delivery of training and safety awareness initiatives. Continue to give children the skills to enable them to safely walk and cycle to school and the confidence to use sustainable modes through later life
- Continue the promotion of walking and cycling alongside other sustainable modes. Provide the information and support to allow people to confidently and safely cycle and walk. Deliver the positive message behind walking and cycling and the benefits they can bring to individuals and the area as a whole
- Improve public access to bicycles, through innovative solutions with the private and third sectors
- Reduce the environmental impact of road freight operations by further developing cycle logistics as a low-carbon alternative for “last mile” logistics and courier type services
- Work to overcome inequalities that result in people feeling unable to partake in cycling and walking activities. Ensure that the needs of all users are taken into consideration when developing infrastructure
- Improve links with public transport, making public transport hubs central to the development of cycling and walking networks and infrastructure, to provide a door-to-door solution
- Support the further development of walking and cycling as important leisure activities with attractive, safe, well-defined routes, and supporting facilities

As part of the Local Cycling and Walking Infrastructure Plan a Cycle Network Map has been developed, detailing a proposed network based around the routes people currently take and those people are likely to want to take, both now and in the future. The development of the Cycle Network Plan involved an evidence-based review to identify key existing and future desire lines between origins and destinations throughout the Tees Valley, and ensuring these are suitably connected by a joined-up primary network and supported by a network of secondary links.

There are detailed plans for each of the main towns in the Tees Valley and the plan below shows these local networks and also the strategic connections that could be made between the towns to create a Tees Valley network.

It will take a number of years to deliver our vision for cycling and walking. Some of this network is already in place and some of it is under development and we will look to focus on the corridors that will provide the greatest uptake in walking and cycling over the coming years. We will also look to new developments and new transport schemes to incorporate the needs of pedestrians and cyclist and contribute to the delivery of the wider network.



Behaviour Change Initiatives

To help promote active travel modes, we will provide residents with the information they need to make informed decisions on how they travel, including the promotion of increased levels of physical activity through walking and cycling.

Closely associated with improving door-to-door journeys is activity related to encouraging people to choose more sustainable transport options. Our behaviour change work is currently being progressed through our Let's Go Tees Valley project. This project includes:

- A comprehensive marketing programme under the Let's Go brand to encourage travel behaviour change
- Tees Valley-wide walking and cycling programmes
- A comprehensive schools programme incorporating pedestrian and cycle training, a Junior Road Safety Officer Scheme and promotional activities to increase walking, scooting and cycling to school
- A Personalised Travel Planning programme to support the significant investment in the Youth Employment Initiative to tackle high levels of unemployment particularly amongst younger people
- Working with employers and training providers to address issues around accessibility to training and employment through measures such as Wheels 2 Work

We will continue to develop and extend these initiatives, learning lessons and developing best practice approaches, to ensure people's travel horizons are widened and more of our residents use sustainable transport to meet their needs.



3.6 Delivering Social Equality, Carbon Reduction and Protecting the Environment

This theme includes elements which cut across the other five themes with the aim of: reducing carbon emissions; improving local air quality; reducing noise from transport; protecting and enhancing Tees Valley's built and natural environment; and improving equality of opportunity and enhancing health and wellbeing.

Social Equality

Deprivation or rurality should not be a barrier to opportunity. We need to develop improved, affordable access to employment, training, education, health provision, retail, culture and leisure for all communities across Tees Valley. Meeting the broad range of needs will require the continued development of infrastructure and services across all transport modes. All of the Implementation Plans reflect the need to enable accessible and affordable door-to-door journeys, particularly for those with physical disabilities, mental health conditions, learning difficulties or sensory impairment.

We will pilot a demand responsive transport service to provide better access for rural communities that are not currently served by commercial bus routes. We will continue to grow the Wheels to Work scheme, which provides an affordable means for people to access employment opportunities.

We will also ensure that access for vulnerable people is at the forefront of our thinking in everything we do to ensure that everyone is able to move around Tees Valley.

Community Safety and Security

Safety is integral to the development of our transport network and is a key element of the design and prioritisation of new schemes. We will develop improved walking and cycling networks and safer access to public transport hubs.

Training programmes are being funded to help children safely walk and cycle to school and programmes are in place to help adults who need assistance with beginning or getting back into cycling. Independent travel training is being provided to those who would otherwise have difficulty or lack confidence in using public transport.

As part of the Tees Valley behaviour change programme, a number of campaigns have been developed to promote the safer use of different transport modes such as driver training and Shining Example, a campaign to encourage improved visibility for cyclists riding in poor light conditions.

Health and Wellbeing

The potential for changing transport habits to improve health are well documented, from walking or cycling full trips, to the benefits of simply walking to or from the nearest public transport stop. We will continue to promote these benefits alongside providing the infrastructure, information and training to help people make healthier transport choices.

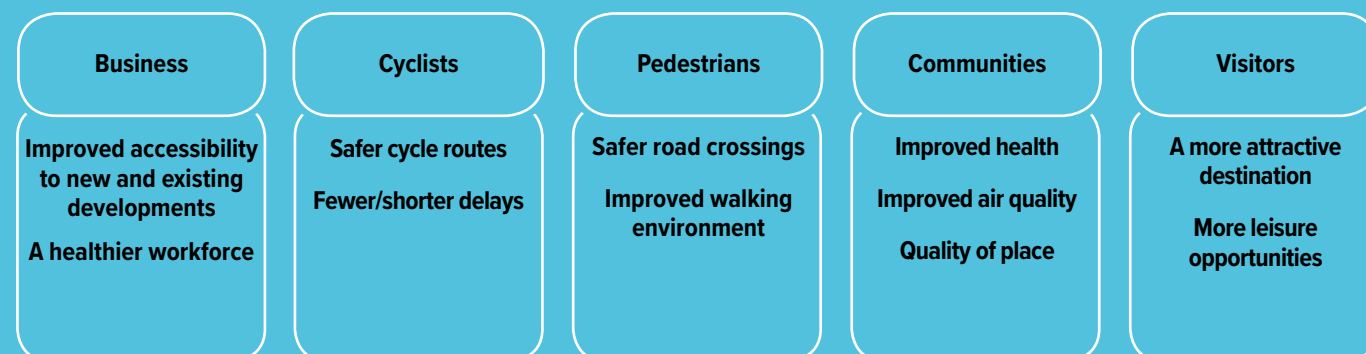
Transport is also a significant factor in helping to improve local air quality. The Implementation Plans encourage the use of less polluting transport modes and an increase in the use of Ultra Low Emission Vehicles.

Built Environment

Transport infrastructure and traffic can have a significant effect on the built environment and be detrimental to people's quality of life. New transport projects need to be sensitively designed to be sympathetic to existing character and quality. Opportunities for improving built assets and their settings and public spaces should be examined. In addition, design for new transport projects needs to take into account the principles of Life Cycle Management and consider the prudent use of natural resources, minimising the production of waste and supporting re-use and recycling for all stages of the project from concept to decommissioning.



Benefits of the plan for:



Natural Environment

New transport projects have the potential to impact on habitats and species and more generally on the green infrastructure network, through direct land take for infrastructure, construction and operational disturbance, and emissions or contamination. These issues will need to be managed carefully during the development of infrastructure schemes.

Opportunities to enhance biodiversity and green infrastructure exist, through designing biodiversity into transport interventions. These opportunities include, for example, the development of wildflower meadows along linear features such as roads and railway lines, which will look attractive and also provide opportunities for pollinators. Similarly, biodiversity can be enhanced by the planting of suitable and native species of trees and hedgerows.

Transport projects must make best use of areas that are already urbanised and provide an opportunity for regeneration and improvements to land quality, including remediation of contaminated areas. Where use of agricultural land is unavoidable, measures should be taken to avoid those areas of the highest quality.

Due to the nature of the plan area, many rivers and other water bodies, along with ground surface types, have been modified from their natural condition. This has resulted in limitations to the carrying capacity of the drainage network and increased flood risk. Development of transport infrastructure can aggravate existing flood risk in a wide range of ways, for example by requiring land take from flood plains, or by changing the drainage regime. Expected climate change impacts include increased risk of extreme flooding and more extreme weather events from higher temperatures and increased wind and rain in winter months. We need to ensure the transport network is resilient to these risks.

Tees Valley contains a number of statutory and non-statutory designated sites that are protected for their importance for nature conservation. Prime amongst these sites are Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), which form the Natural 2000 European Union-wide network of core breeding and resting sites for rare and threatened species, along with some rare natural habitat types.

There are nationally important Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Local Nature Reserves (LNRs), County Wildlife Sites (CWS) and green spaces that support wildlife and enhance the wellbeing of the local population.

The Strategic Transport Plan recognises the importance of all these sites and the Combined Authority is committed to avoid or minimise any adverse impacts on important nature conservation sites as far as possible. Any potential impacts on these sites that may arise from new or upgraded transport interventions will be appropriately assessed, mitigated and/or compensated for, in line with existing best practice and relevant legislation across the lifespan of the plan.

We will work with the DfT, Network Rail, train operating companies, Local Authorities and other stakeholders such as Highways England, Natural England, the Environment Agency and Historic England to enhance the transport system's contribution to the built and natural environment.

Sustainable Transport

We are committed to the development of integrated sustainable transport choices as outlined within the Cycling & Walking Implementation Plan. This will be supported by the Lets Go Tees Valley behaviour change programme which encourages healthier, more sustainable, travel choices. As schemes are developed we will always seek to incorporate provision for sustainable transport modes wherever feasible.

Alternative Fuels

We will establish a co-ordinated approach to promoting the use of Ultra Low Emission Vehicles and the provision of low emission vehicle infrastructure in Tees Valley.

The region is in a strong position to engage with emerging hydrogen fuel technologies by taking advantage of our leading production capabilities, with 50% of the UK's hydrogen produced here. The transport sector is likely to provide the largest opportunity for the area, particularly as it is also a UK leader in the automotive sector with a well-established, strong supply chain, especially in the field of low carbon vehicles.

We will seek to facilitate the implementation of hydrogen vehicles, both road and rail, in Tees Valley, which will help to unlock significant long-term transport inward investment opportunities.

Electric vehicles are another technological innovation and are becoming more common, offering significant improvements over conventional engines in terms of fuel efficiency, local air quality, noise and emissions. The world's first mass-produced family electric car, the Nissan Leaf, is being produced at Nissan's Sunderland plant, with many components produced in Stockton-on-Tees. As electric vehicles become more common, additional charging points will be required to satisfy demand and these will need to be managed appropriately and provided in accessible locations catering for those visiting destinations within the Tees Valley, those passing through and those who do not have the option of off-street parking to take advantage of government incentives to install home chargers. We will work to fundamentally expand the network of charging infrastructure across Tees Valley to facilitate an increased uptake of electric vehicles. We have already identified several locations to meet the different needs of users and deliver a programme of installations over the coming years.



Benefits of the plan for:

Communities

Improved air quality
Safer roads
Affordable transport options
Improved green infrastructure
Improved built assets and public spaces
Minimised impact of transport on the natural environment
Reduced flood risk

Visitors

A more attractive destination
More leisure opportunities

Business

More affordable transport options
Safer roads – cheaper insurance
Reduced impact of business on environment

4. How Will the Plan be Delivered?



This Strategic Transport Plan sets out the vision and objectives, and signposts the actions and interventions that will guide investment in the Tees Valley transport network for the period up to 2030. Delivery of the Strategic Transport Plan will be managed by Tees Valley Combined Authority alongside the five constituent Local Authorities.

Further detail on how the Strategic Transport Plan will be delivered is outlined in this chapter.

4.1 Working with Partners

Some of the interventions will be delivered by the Combined Authority or Local Authorities, and others will be delivered by, or in partnership with, other organisations. These are referred to as delivery partners, and include the following:

- **Department for Transport (DfT)** – Set the national policy direction for transport and provide funding through various channels
- **Highways England** – Maintain and develop England’s Strategic Road Network, including all motorways and some A-roads that have strategic importance. Funding for a programme of improvements to the Strategic Road Network is made available within five-year funding cycles, called the Road Investment Strategy (RIS), the next one (RIS2) covers the period between 2020 and 2025. We will lobby and inform Highways England in order to ensure that the necessary improvements to the Strategic Road Network in Tees Valley are recognised in the programmes of Highways England priority schemes to be presented to the DfT for each RIS period
- **Network Rail** – Own and maintain the infrastructure of the rail network in England, Scotland and Wales. To determine necessary improvements to the rail network, the DfT produces a High Level Output Statement of the desired outcomes from improvements to the rail network. Priorities for investment are then identified on a five yearly cycle through Control Periods, the next one of which covers the period between 2019 and 2024. Network Rail then develops programmes of schemes that would achieve these outcomes for agreement with the DfT. We will work with Network Rail to ensure that our priority rail schemes are brought forward for investment
- **Transport for the North (TfN)** – The first sub-national transport body in England, TfN has produced the first pan-Northern Strategic Transport Plan. Through this, and an accompanying long-term Investment Programme, the aim is to provide one agreed set of interventions across the North for each RIS and Control Period. We will work with TfN to ensure that schemes of pan-Northern significance in Tees Valley are included within

its submissions to the RIS and Control Period processes. TfN also has a role in specifying current and future rail services across the North and we will seek to ensure that local rail services respond to changing demand and can take full advantage of the infrastructure improvements required on the national rail network

- **Public transport operators** – Given that most rail services are provided by franchisees and bus services by a number of private bus operators, we will need to work with all these bodies to develop the future public transport network for the region
- **Neighbouring transport authorities** – The Combined Authority has strong links with the neighbouring transport authorities of North Yorkshire County Council and the North East councils, including the North East Joint Transport Committee. These links encompass travel for commuting, leisure and business, supporting significant economic sectors and key businesses. We recognise the

need to work closely with these neighbouring authorities, particularly in relation to cross-boundary issues and matters of regional and pan-Northern significance. We have therefore, through a process of careful consultation and discussion, worked with the appropriate neighbouring authorities to develop shared approaches to issues of joint interest in developing this Strategic Transport Plan

- **Private sector developers** – Will deliver improvements to mitigate any negative impacts of their developments and potentially produce positive impacts by ensuring that residents, employees and visitors can choose from a range of transport options, especially sustainable transport

The Combined Authority will work with all of these delivery partners to implement the necessary interventions, track progress and identify areas for further work in support of the vision and objectives.

4.2 Policy Context

This plan forms one element of regional public policy and sits within a wider national, pan-northern and local policy framework as explained below.

National

Industrial Strategy – The Government’s Industrial Strategy sets out a long-term plan to boost productivity and earning power throughout the UK. One of the foundations of the plan is a major upgrade of the UK’s infrastructure, with investment in the transport system

Transport Investment Strategy – The Department for Transport published this strategy in July 2017. It sets out the priorities and approach for future transport investment decisions including the commitment to consult on a new Major Road Network. The strategy is a vital part of the Government’s Industrial Strategy and plan for Britain

Future of Mobility Urban Strategy – The Department for Transport published this strategy in March 2019. It outlines Government’s approach to maximising the benefits from transport innovation in cities and towns and sets out the principles that will guide Government’s response to emerging transport technologies and business models

Transport for the North’s Strategic Transport Plan – This sets out the case for connectivity priorities for strategic transport infrastructure and investment through to 2050. The plan argues that an additional £21billion-£27billion is required for transformational strategic transport investment in the North

Tees Valley

Tees Valley Strategic Economic Plan – Sets out the growth ambitions and priorities for the Tees Valley up to 2026. It includes priorities to improve, diversify and accelerate growth in the local economy to benefit businesses and residents

Tees Valley Investment Plan – A ten-year plan (2019-29) structured to demonstrate how investment will deliver against the objectives of the Strategic Economic Plan. The plan includes the Tees Valley Integrated Transport Programme, which outlines the funding priorities for transport

Tees Valley Local Industrial Strategy – Sets out the Tees Valley’s ambitious plan to transform the economic performance of the area, that builds upon the distinctiveness of our local economy and responds to the opportunities and challenges that flow from this

Tees Valley Education, Employment and Skills Strategy – A strategy to ensure a labour market which meets the needs of local business and supports the lifetime opportunities for all our residents

South Tees Development Corporation – A Master Plan has been developed which presents the vision, strategy and ideas for the transformational regeneration of the South Tees Development Corporation area into a world-class employment-generating zone and economic growth enabler

4.3 Other Plans

Tees Valley's Local Authorities will play a critical role in achieving the outcomes of the overarching Strategic Transport Plan. Whilst strategic issues will be addressed at the Tees Valley level, each of the Local Authorities will produce a Local Implementation Plan that will set out how they will contribute to the Strategic Transport Plan at a local level. These plans will include:

- Locally specific policy and background context
 - A statement of any local aims and objectives
 - Information on the local transport network and evidence of specific local challenges and opportunities
 - A summary of committed transport investment within the borough
 - Detail on the local schemes and projects to be delivered in support of the Strategic Transport Plan and local policies
 - A high-level delivery programme reflecting the current known budgets and funding opportunities. The delivery programmes identified in the LIPs are not static, and will change over time to reflect shifting local priorities and the delivery of transport across Tees Valley
 - Performance monitoring arrangements in support of the wider evaluation of the Strategic Transport Plan
- There are a number of statutory or advisory Local Implementation Plan requirements that are still in place. In many instances these will be dealt with at a Local Authority level with co-ordination across the region where appropriate. These include:**
- **Local Plans** – Set out local planning policies and identify how land is used, determining what will be built where
 - **Network Management Duty** – A statutory requirement that is the responsibility of the Traffic Managers at the individual Local Authorities. Further detail outlined within the Road Implementation Plan
 - **Transport Asset Management Plan** – Responsibility of the individual Local Authorities. Further detail outlined within the Roads Implementation Plan, including details of common agreement across Tees Valley
 - **Air Quality Action Plan** – Not a statutory requirement within Tees Valley as there are no designated Air Quality Management Areas. However, there is a continued commitment to air quality improvements across the region and a need to address roadside nitrogen dioxide hotspots
 - **Rights of Way Improvement Plan** – A statutory requirement that is the responsibility of the individual Local Authorities. Explains how improvements made by a Local Authority to its public rights of way network will provide a better experience for a cross-section of users. Further information in the Cycling and Walking Implementation Plan
 - **Noise Action Plan** – Not a statutory requirement, however there is a continued commitment to noise reduction improvements across Tees Valley outlined within the environmental need chapter of this document
 - **Bus Information Duty** – A statutory requirement that is being co-ordinated across Tees Valley, with further detail within the Bus Implementation Plan
 - **Local Economic Assessment Duty** – A requirement of the 2008 Local Transport Act. Assessment undertaken as part of the development of the Strategic Economic Plan
 - **Sustainable Modes of Travel Strategy** – A requirement of the 2006 Education and Inspections Act, which will be covered by the Cycling and Walking Implementation Plan. This includes the role of safer routes to school
 - **National Park Management Plan** – Part of North York Moors National Park crosses into the south-eastern part of Tees Valley. The National Park Authority will be involved, where appropriate, in the delivery of the Strategic Transport Plan and further detail is contained within the Local Implementation Plans
 - **Provision for people with disabilities** – A requirement of the 2010 Equality Act. The Integrated Sustainability Appraisal includes an Equality Impact Assessment that will ensure the Strategic Transport Plan contributes to improving equality

4.4 Integrated Sustainability Appraisal

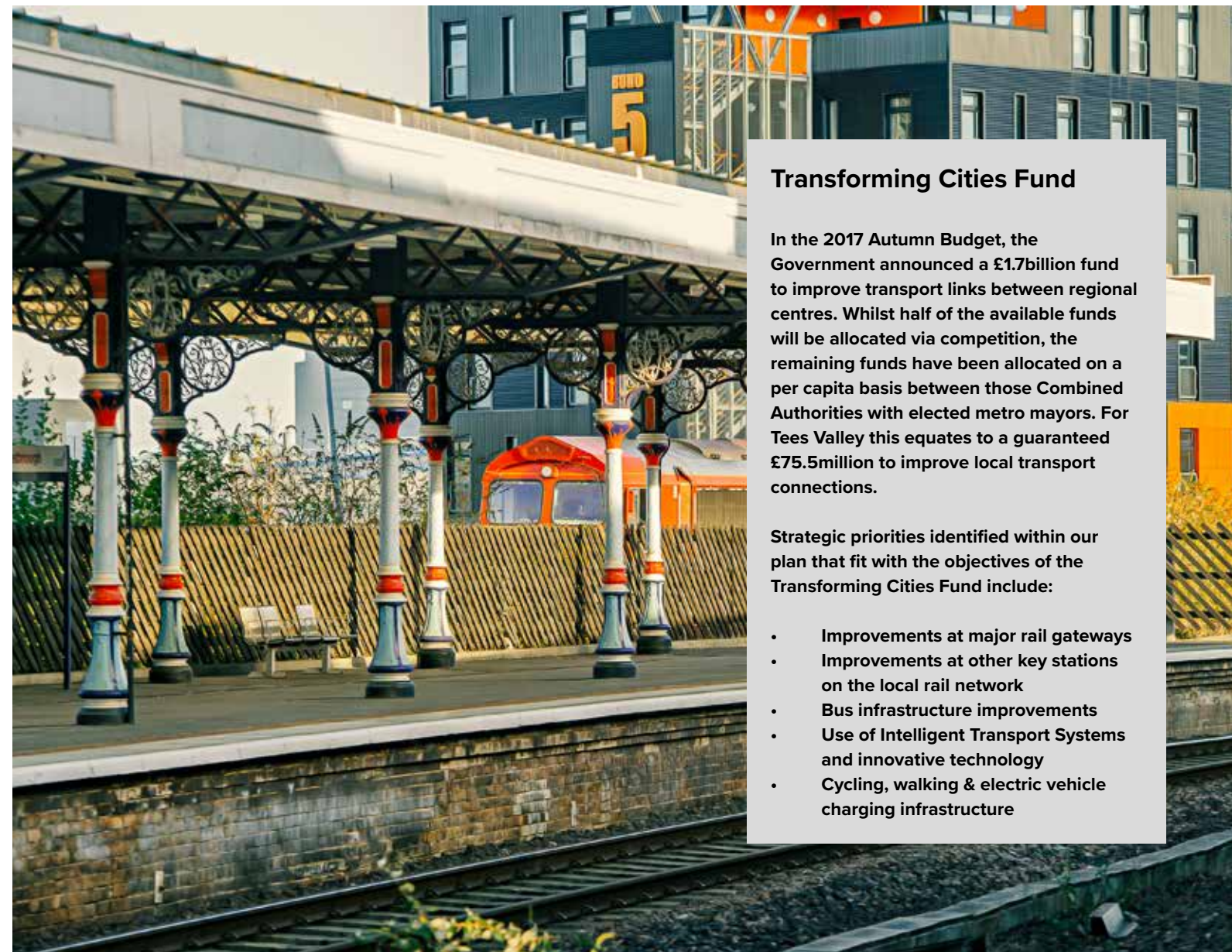
An Integrated Sustainability Appraisal has been conducted alongside the preparation of the Strategic Transport Plan to ensure the integration of sustainability considerations. It has involved an iterative assessment process as the plan has developed, to ensure potential significant effects arising from it are identified, assessed, mitigated and communicated. It has also been conducted so to ensure the Combined Authority meets its legislative requirements.

4.5 Funding Challenge

Achieving the vision of the Strategic Transport Plan will require funding from a number of sources. The most significant of these funding sources are described, right, and over the page, but it should be noted that there are other sources to fund specific interventions, which are described in the relevant Implementation Plan(s).

Integrated Transport Programme

A £256.7million transport programme was included within the Tees Valley Investment Plan 2019-29. This includes a number of different sources including the Transforming Cities Fund and devolution funds, matched with previously committed Local Growth Funding. The Tees Valley Assurance Framework will be used to safeguard accountable and transparent decision-making, appraise projects and evaluate schemes to achieve value for money and ensure that funds are spent appropriately. This framework will be used in conjunction with other checks and balances and will cover the statutory responsibilities of the Local Authorities.



Transforming Cities Fund

In the 2017 Autumn Budget, the Government announced a £1.7billion fund to improve transport links between regional centres. Whilst half of the available funds will be allocated via competition, the remaining funds have been allocated on a per capita basis between those Combined Authorities with elected metro mayors. For Tees Valley this equates to a guaranteed £75.5million to improve local transport connections.

Strategic priorities identified within our plan that fit with the objectives of the Transforming Cities Fund include:

- Improvements at major rail gateways
- Improvements at other key stations on the local rail network
- Bus infrastructure improvements
- Use of Intelligent Transport Systems and innovative technology
- Cycling, walking & electric vehicle charging infrastructure

Highways England Road Investment Strategy

The Road Investment Strategy (RIS2) will cover investment in England's motorways and major roads during the 2020 to 2025 period. RIS2 is currently being developed by Highways England and we will seek to influence this investment to deliver our priorities.

Network Rail Control Period

Control Period 6 (CP6) will cover investment by Network Rail between 2019 and 2024, with funding for operations, maintenance and renewals. The Control Period process reduces Network Rail's flexibility to respond to initiatives, but provides certainty of funding to allow work to be planned efficiently. The high-level output specification (HLOS) for CP6 has been published (July 2017) and sets out what the Secretary of State for Transport wants to be achieved by railway activities during CP6 for the Office of Rail and Road (ORR) and for the rail industry. It includes an initial statement of funds available (SoFA), which outlines the Government's initial view of how much funding it can provide to support these activities. We will seek to influence this investment to deliver our priorities.

Integrated Transport Block

Provided by the DfT for small transport improvement schemes costing less than £5million, such as small road projects, road safety schemes, bus priority schemes, walking and cycling schemes and transport information schemes. A formula is used to allocate the funding directly to our Local Authorities based on need and this funding will form the major resource to deliver the Local Implementation Plans for the boroughs.

Transport for the North

The Government provided funds to TfN to develop its pan-Northern Strategic Transport Plan and to bring forward the evidence in support of it. TfN has also developed programme-level business cases for each of its identified Strategic Development Corridors. Three of the corridors – Connecting the Energy Coasts (multi-modal), East Coast to Scotland (rail) and Yorkshire to Scotland (road) are of major importance to Tees Valley. The outputs of the development work have informed TfN's long term-Investment programme which will be considered by the Government.

South Tees Development Corporation

In the 2017 and 2018 Autumn Budgets, Government announced a total of £137million of funding for the South Tees Development Corporation. This funding is for the remediation of the site and to pave the way for investment by private companies. The provision of the necessary transport improvements will form one element of the regeneration of the site.

Other Competitive Funding Sources

We will also seek funding from external agencies, predominantly DfT, to deliver improvements to our transport network. Many of these sources of funding will require us to prepare competitive bids, but this Strategic Transport Plan and the Implementation Plans provide a sound evidence base to support any future funding bids.

Transport Operators

Transport operators, primarily those providing bus and rail services, will continue to invest in rolling stock and vehicles and in customer service improvements, either through current and future rail franchise commitments, or as a result of new agreements that will deliver the vision outlined within the Bus Implementation Plan.

Private Sector Contributions

There is also the opportunity to seek private sector contributions in support of our transport objectives. For example, match funding or complementary investment will be sought from the private sector in support of investment in our region. This could include contributions to the cost of providing infrastructure and public transport services in support of large-scale development sites.

The most likely mechanism for achieving this will be through legal agreements as part of the planning approval process, which will be between the developer and the relevant Local Authority.

4.6 Future Changes

We are aware that there are a number of factors that could potentially impact on the transport system in the future and need to be on the front foot to respond to the challenges and opportunities these could present. Some examples of the factors that could influence Tees Valley and its transport network in the future include:

- **Social** – Growing and ageing populations, changing household structures and lifestyles
- **Technological** – Electric and hydrogen powered vehicles, driverless vehicles and changing energy sources
- **Economic** – Changing job market and flexible working practices
- **Environmental** – Climate change, more stringent environmental regulations, energy and resource constraints
- **Political** – Brexit and further devolution

Some of the more significant changes in the future could include:



Technology: Connected and Autonomous Vehicles

As identified in the DfT's Transport Investment Strategy (July 2017) the Government is committed to investing in the future of connected and autonomous vehicles (vehicles which are capable of moving with little or no human input) and to developing the best regulatory environment to encourage further investment and take-up of these solutions. We will continue to monitor the progress being made in developing autonomous vehicles due to their potential to deliver significant benefits to the travelling public and to the network as a whole, by making journeys safer, increasing capacity, improving traffic flow and journey reliability, and reducing emissions.

Economic: Sharing Economy and Mobility as a Service

"Mobility as a Service" (MaaS) providers seek to offer their customers any type of travel experience using any type of transport service (public or private) through a digital interface. Whilst these MaaS platforms are still in their infancy they are growing and evolving quickly. The Combined Authority and Local Authorities must continue to keep abreast of these changes in the transport marketplace and seek to maximise future opportunities.

Political: Further Devolution

There is the potential for further powers to be transferred to the Mayor and Combined Authority and the Strategic Transport Plan needs to be flexible enough to account for any further devolution of powers and funding.

In addition to this, the Combined Authority continues to be part of Transport for the North, which advises ministers on

investment priorities and on strategic transport schemes to boost growth. The Strategic Transport Plan will need to continue to support the investment plans of TfN in a way that is complementary and coherent.

4.7 Spatial Planning

It is important that transport planning is integrated with land use planning so that transport facilities can be developed to meet the future needs of the community. The Strategic Transport Plan can be used by our Local Authorities to help ensure that there is complementary, supportive infrastructure to facilitate their ambitions and those of the Combined Authority. This is being developed through the Key Road Network Programme, which is described in further detail within the Road Implementation Plan.

4.8 Monitoring and Review Process

The Combined Authority recognises the importance of a robust monitoring regime to provide evidence that the actions set out in this Strategic Transport Plan are being implemented and are proving to be beneficial.

Annual reporting will enable us to track the progress being made towards the achievement of the vision and related objectives.

It is proposed that the Strategic Transport Plan, once adopted in 2020, is reviewed as a minimum every four years to ensure that the Combined Authority has a robust and up-to-date plan that makes the case for continued investment. It will also support the Tees Valley Combined Authority in liaising with TfN and key delivery partners as they develop their own investment plans and will support bids for future funding.



TEES VALLEY
COMBINED
AUTHORITY

TEES VALLEY MAYOR

Tees Valley Combined Authority

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www.teesvalley-ca.gov.uk



Cycling & Walking



Bus



Rail



Road



Freight



Air



TeesValleyCA



@TeesValleyCA



@TeesValleyCA



Appendix 2 – Table of all written consultation responses received

Questionnaire comments regarding the draft Strategic Transport Plan vision

Questionnaire comments regarding the draft Strategic Transport Plan vision
Rather motherhood and apple pie in style and content
A bus station for Darlington, it really is time DBC were made to do something, they have continuously sold off land that would have been suitable, Darlington town centre is a nightmare to visit with so many buses arriving at the same time to unload and collect passengers....
There doesn't appear to be any major / specific plans or projects relating to Hartlepool.
This has to happen before 2029. As usual the north east is always left behind - the rail links between Stockton, Middlesbrough, and Newcastle are shocking - more services needed.
It's motherhood and apple pie! I'd like to see private car use reduced, public transport users rewarded (say by a council tax rebate for non-car households), etc.
If it is easy and economical, people will use it.
Bus services need improvement to places like Teesside Park. The services that start are never advertised enough and don't run at times when staff from the stores are finishing and starting shifts. Getting 2 buses to and from work now costs the same as a taxi and is less convenient.
I appreciate the need to accommodate freight, especially for our industry however the word has negative connotations and i would associate these with heavy industry. Should we try to promote a more people centric vision?
Public transport that is well connected and useful at the right times of day making it efficient for as many as the population of the Tees Valley
The plan is predictably car focused with a series of specific road improvements. By contrast the cycling and walking plan is a woolly aspiration to improve things, no identified gaps and no funding.
I'd include connections to major hubs, e.g. London, Manchester and mention the aim for the services to run on time.
It's not all about Middlesbrough. We need to see more development of rail services to make them affordable to all not the few. Provide good affordable parking at the existing railway station such as Thornaby and Billingham and make it easier for people around Norton to access rail by providing a station on the line through Norton Roseworth, as a large housing area currently dependent on cars for transportation
I think it's a good vision encompassing the important features of travel.
I'd like to see disabled access to Billingham station. I would use the train a lot more if I didn't have to go Thornaby or Hartlepool To go place further afield.
Improve traffic flow from Teesport A1053 past Greystone roundabout onto A174, vital if SSI is to be redeveloped effectively.

Our area has all the key features required to be a freight hub for the north of England and Scotland - deep port, airport, rail links and road links.
This could offer a great chance to develop and diversify the economy of our area.
Needs to include our river
This for commuting possibly freight and definitely tourism
Seems clear enough
The pollution/noise caused by traffic on Whinfield Road is unbearable, the volume of traffic is increasing by the day causing homes to shake. Unfair that residents are now living on a motorway, please push for The Darlington Bypass !!! It is well overdue !!!!!!!
THE AIRPORT MUST LOOK TO MORE FLIGHTS DIRECT TO THE USA/CANADA AND DEVELOP THE HOTEL TO ENABLE VISITORS TO FLY IN AND USE IT WITH BETTER RAIL CONNECTIONS AS PART OF A PACKAGE. THE AIRPORT ITSELF SHOULD BECOME AN ECONOMIC ZONE WITH FLIGHTS INTO THE LONDON CITY AIRPORT.
The cost of rail travel to cities outside the region needs to be more consistent e.g. it is often cheaper to travel to Edinburgh than to York
Access for the those with Mobility Issues needs to be improved drastically if this plan is to meet t this vision.
The expensive Northern link road is not needed to free up a short section of A167 & A1150 which are no worse than any other roads in Darlington during rush hours I have lived in North Darlington all my life and live on a development just off A1150 & have no problem morning & night getting off the estate to travel out of town to work most of the traffic is local school runs during term time out of term time the A167 & A1150 are extremely quiet spending hundreds of millions of tax payers hard earned money to replace some HGV traffic with 10,000 more car journeys from Skertingham Garden Community, Burtree Garden village & Burtree lane proposed developments would be a complete waste of tax payers money & a climate change & environment crime & then to try to call it economic growth for the region?
To resurrect the Tees Valley metro project and increase the number of stations in the Tees Valley and introduce new rolling stock and increase services to reduce congestion on the road network
It must be s practical, joined up plan. It's no good putting in cycleways from nowhere to nowhere, or 20 meters long, just to satisfy a statistic. Buses must be regular and if necessary variable routes.
I suspect a new Eastern crossing may be the better long term option, and that this probably should be prioritised as a better use of the funds being made available for the Tees Flyover relief crossing.
Although the Tees Flyover is heavily congested and needs relief, a new eastern crossing would divert a great deal of local and regional traffic away from the Tees Flyover crossing. Possibly sufficient to delay the immediate need to relieve the Tees Flyover.
A new eastern crossing would also have the additional benefit of opening up the large areas of vacant land in the east of the Tees corridor between Redcar and Hartlepool for development, relieving some of the demand for land in the west of Tees corridor.
A new Eastern crossing would also relieve some pressure from east-west traffic on the A66 that currently has to use the Tees Flyover. There would also be some general relief from traffic on the A172, Ormesby Road and Cargo Fleet Lane corridors linking to the A66 and travelling to/from the Tees Flyover.
I honestly think that a new Eastern Crossing achieves so much more, and in both the medium and long term, it dilutes the pressure from traffic using the road transport system around the Tees Flyover area, rather than further concentration of traffic in the Tees Flyover area, which will lead to new traffic congestion problems within the surrounding transport infrastructure.

I hope it will succeed in establishing good links between the different forms of transport.
There is nothing in that phrase about climate change and transport's effects on it. The underlying assumption is that we need better mobility when in fact we need access.
Not sure about 'quick' - that depends on your journey length. Reliability is more important
Why wait....get it started now!
New railway & bus hub at Guisborough. Have trains from Saltburn to this rail hub. Consider opening up the freight only line to Skinningrove to passenger services.
I do not agree with plans for the Darlington Northern Link Road. These plans cause unnecessary destruction of a fantastic portion of greenfield land, rich in biodiversity.
Expand and development of the River Tees for freight and explore the possibility of ferry to the continent ie Germany and Scandinavia
Yes agreed, but it is a very generic statement used over and over again by every other area creating a strategic transport plan. Be more bold and think outside of the box.
Action (and funding) will speak louder than words...
Very little seems to be actually moving towards the vision
You need to bypass Yarm and link roads better to main routes
When can we expect teams and a passenger shipping terminal on the river tees?
I think regular needs adding in. It's not any of those things at present
Completely agree with this - but this just feels like more talk and no action. We have schemes proposed in the past that never came to anything or were much reduced. The plan is also very centred on places like Middlesbrough/Darlington - note the heavy use of photos from these areas and very few if any from the Redcar/East Cleveland end.
The transport vision doesn't lay out enough detail but feels like the Redcar and East Cleveland end is being neglected once again.
Fix all the pot holes first.
I think there should be an inclusion of the concept of connectivity which is at the heart of transport.
It will probably be underfunded as most of these schemes are. It is imperative that initial estimates are highly accurate with penalties for exceeding budgets and timescales.
Important that all the elements connect. Example into the airport
road improvements over cycle lanes which don't seem to be used much at all
The vision needs to be amplified to stress that the aims for both commercial and community movement will be afforded equal balance
How could anyone Disagree?
Cycle routes are a joke - especially the barriers they stop so many disabled people using them. Stockton High Street what a sham - ever tried crossing the Road entering Via Yarm Lane direction - who thought that up??
Sounds like a good vision

The plans needs to be integrated and not only focus on major towns but East Cleveland as well
Roads need to be repaired to a higher standard. Utility companies should be heavily penalised for constantly digging up the same stretch of road to effect repairs that they fail to repair correctly
It must include a better and more reliable bus service particularly from East Cleveland/Saltburn and Guisborough
I think the ideas and buzzwords surrounding the project are great, however, I feel unless our transport system is nationalised and integrated I really can't see it getting better. I regularly use the bus and find myself late for most things, having to leave ridiculously early to avoid this, overcrowding and lack of busses. Also with trains (which I've most recently boycotted) are awful. Every day I got the train it was never on time, and they raise the prices regularly, and to top it off with the profits they make they invest in rude ticket inspectors to meet you off the train to check your ticket again after its already been checked? Great way to hold people up and great to see they only care about collecting fares rather than investing that money back in to the service to actually deliver something that is half decent. But I'd love to be proven wrong, I know it sounds negative but this has been my experience. I think getting Arriva out the picture would help as they're awful.
I believe that most decisions are made with big companies in mind and there is less emphasis on what would benefit smaller businesses, despite the fact that the combination of all smaller businesses may account for more requirements than the larger businesses.
Not enough emphasis on safe walking routes with more crossings. These are much needed for visually impaired who like to walk but also to safely access all transport. Also more emphasis on large signs AROUND all modes of trNsport with clearer audio information and people to guide and support
Would like to see mention of forward planning to address increasing traffic congestion, something I don't think has been adequately addressed by previous transport plans.
Improve local train routes, ie from Middlesbrough to Sunderland and Newcastle- link the main populations of the north east together.
Improve A19, it is a nightmare
Need to upgrade Durham Coast Line, Hartlepool to open its second platform
I welcome any plans to make transport links more efficient, both practically and energy efficient.
At the moment, a simple journey like going from Hartlepool to Whitby takes a full morning, you have to go to Middlesbrough by bus then another bus on to Whitby. You should be able to get a bus from Hartlepool. It is similar with the train service. It is quicker to go to Jersey for a holiday - it takes about the same amount of travelling time. Need much more direct links to places.
1) I would like to see HS2 (HS3NE) or whatever it will be called when it is built swung East of Darlington and a transport hub built at Teesside Airport. There would additionally need to be road links North and South from the new hub to the A1M. The North link would intersect with the A66.
2) Improvements at Billingham train station at least to allow full disabled access to the platforms.
Bus services are expensive which often means I'll drive.
ASDA Skelton not reachable by bus from Brotton.
Earlier through train from Redcar Central to Darlington, not just Middlesbrough, between 9 and 10 on a Sunday Morning is required. The 9.57 train from Redcar Central is too late, the train is required at 9.20 from Redcar Central.
Late-night transport into and out of Hartlepool provides limited access to Newcastle, Darlington and Stockton. Middlesbrough may be accessed by the number 36 bus.

For environmental and public health reasons there needs to be a fundamental shift to a more pedestrian and cycle friendly environment.
Off road cycle paths would be great running next to the main roads and a lot safer.
In addition to the above the vision should perhaps also consider integration of transport modes and smarter integrated transport solutions which consider end to end multi modal journeys.
The vision should also include accessible transport. The strategy should aim to ensure all rail stations and bus stops in the Tees Valley are wheelchair accessible.
Pretty un ambitious and mostly road based
I look forward to seeing the changes
It needs to extend out to East Cleveland, Loftus needs quick connections to Darlington and Middlesbrough.
Seems to be a lot of focus on rail but little on buses. Local authorities already have the power to provide supported bus services where they are not being provided commercially, either to places not provided with a service at all or early morning, evening and Sunday services to places not served at those times. Since the abolition of Cleveland County Council the unitary authorities have failed in this duty.
A Park and Ride is needed for Middlesbrough centre and cars should not be encouraged to access the centre by building new roads and town centre car parks. Parking charges should be increased as public transport links are improved but this will only work if there is a national system of minimum parking charges which applies equally to town centres and to out of town shopping centres. At the moment no one town dare do it for fear of losing out to neighbouring developments.
Vision needs to talk about integration of transport modes for example bus routes incorporating stops at railway stations
Anything that can make my journey on the A66/A19 easier and less stressful is beneficial
I would like to see the transport networks extended to include East Cleveland and similar semi-rural areas.
I fully appreciate the need as outlined in the vision. I agree another East west crossing of the Tees is necessary for linking Teesport to the A1..
I think an opportunity has been missed in not considering a basic metro service. One flaw in the plan is making it easy for a patient in Hartlepool to attend a clinic at James Cook Hospital (or North Tees) without using a car. A road-rail crossing between Seaton Carew and Redcar. The car option provides a speedy alternative for those who live in Hartlepool to get to industrial sites on the South Bank. It also provides relief for the 'choke point' if an accident occurs on the A19 in the Billingham area.
My vision for the metro would be to run a dual circuit route,(going in both directions). that say, starts at Seaton Carew or Hartlepool station, goes across to Redcar, tracks along the beck (perhaps an overhead rail ?) to James cook Hospital, then to Middlesbrough station, then to North Tees hospital, then back to Seaton Carew.. Another loop should be perhaps second stage for a Darlington to North Tess metro, where the destination could be done from the first metro loop.
This would be the concept. However, imagination needs to be used to get the less mobile from the metro stations to keys areas., which may include a walk. I would suggest these as perhaps shopping centres and hospitals as a starting point. Large airports use horizontal escalators to move people quickly internally.. An equivalent facility would move people from the metro stations to the key points (some industrial estates may fall into this).
If it were easier to use public transport to get about, there would be less need for people to use cars easing pressure on the road system, and also increasing air quality

I would be happy to expand in more detail on these ideas

More emphasis needs to be put onto projects that connect people from the outlying villages into the main transport hubs and for everyday living purposes. For example, I am unable to get out of the village where I live as there is no bus service. My only option is to walk to the nearest bus stop, some 3.5 miles away along a road that is only just fit for purpose for cars, never mind walkers. The road is unlit and provides no pathway so I am entirely at the mercy of oncoming traffic. I could take a taxi to and from my destination, but this means extra expenditure from my pension, money that I need for living expenses. It would appear that a lot of emphasis has been put onto the airport that will have no real and tangible benefit to the local population, however, instead of being called Durham Tees Valley it is now called Teesside.

It must be sustainable preferably as part of a circular economy

The Vision could almost be called "motherhood & apple pie".

I just don't believe we can improve local rail services while Northern hold the franchise. They have proved time and time again they are incapable of running decent services for the public. They just don't care.

Only that it appears to be a 'wish list' when set against the amount of money available

It's time our area was given funding to improve rail links to Middlesbrough, buses are infrequent and very expensive - to resurrect the rail line from Guisborough would be a fantastic benefit

I have been trying to gain a public service in my area for over 2 years. We are totally isolated without even the ability to visit GP and or hospital without having to get lifts or pay high taxi prices.

any public transport throughout the valley would be greatly received by many rural residents.

Remove "clean" and insert "carbon neutral"

This plan doesn't show how it will meet Teesside transport's share of the UK's Climate Change targets of zero carbon by 2050 (and this target is likely to move even earlier as the scale of the impact becomes evident, and as momentum to act/disgust at pollution and road deaths grows), and a few member local authorities have also declared Climate Emergencies (with differing targets) which must be partly met through this plan. The plan MUST be reassessed in this light as a result of these changed national and local targets. This particularly relates to private motor vehicle journeys and aviation, which must significantly reduce in number and proportion as modes of transport if we are to meet this target, in favour of prioritising active and public transport for the majority of journeys. This plan is vastly disappointing as it does not address how Teesside will seek to make this transition. I fear this means this plan is already a dinosaur which will require major and urgent rewriting if it were to be approved in its current state.

The vision is too broad and general to agree with. Need specifics about each area otherwise it is meaningless. You might as well say "I agree with the vision to breath"

The key is not to try too many new ideas but to try and get the simple basics right. There is no point having a new road crossing if the transport links up to it aren't good enough.

A worthless platitude, I am surprised you didn't manage to get the word 'sustainable' in. The need to travel should be reduced. Anything that encourages (further) car use should be actively discouraged but I wouldn't expect my Council to do this as they are actively supporting the building on virtually any patch of green space in the Borough....a disgrace. Try walking up Redcar Lane, it's horrible with the noise and air pollution and

more housing is only going to make it worse. Perhaps you would like to define: high-quality, quick, clean, affordable, reliable and safe...as I said worthless.

No mention of the key traffic hotspots in the area (Yarm, Marton etc.). These areas have constant standing traffic in populated areas, leading to pollution etc. Surely the health impacts of transport also should be considered/addressed.

Here is what an actual functioning city is doing: <https://www.manchestereveningnews.co.uk/news/greater-manchester-news/greater-manchester-set-become-first-17051882>

What are you overpaid idiots doing? Taking backhanders from Arriva to let them drag the region down into rack and ruin by providing them with a monopoly in the North East. Let's not even begin to mention Northern Rail and the zero accountability they're held under. Buses and trains are constantly late, delayed or outright cancelled. What does the TVCA do?

You want to improve the transport network? Remove the monopoly that Arriva has, and do something instead of taking backhanders and letting down the people who are now about one good snap away from following the lead of Robespierre.

All these expectations for Tees Valley, I've got one thing for you:

It's 2019.

I would like it to say that there will be a special emphasis on promoting sustainable forms of transport - walking and cycling - to promote health, improve the environment, reduce congestion and contribute to the renewal of town and village centres.

There needs to be clear commitments to rail infrastructure investment at Middlesbrough, Hartlepool, Darlington and the Durham Coast. Investment needs to be made to make rail a more attractive option to travel between Middlesbrough and Newcastle, with investment at Hartlepool and Middlesbrough key. Terminating local services at Darlington is not acceptable and does not achieve the vision of moving people within Tees Valley. Rail Infrastructure projects in the South have been allocated funding based on what is required to maintain through services. The Darlington station redevelopment is trying to fudge what it can from the funding there is. Look at the ECML flyover at Peterborough and in Reading for the Newbury line....it is achievable.

Must not lose the significance of the contribution and significance of all the operating ports on the River Tees AND not to assume that this is just all about PD Teesport

IMPROVEMENTS NEEDED TO RURAL AREAS WHO DO NOT HAVE A REGULAR BUS SERVICE.PREVENTING VISITS TO DOCTOR, SHOPPING, AND VISITNG FRIENDS. MANY ELDERLY ARE HOUSEBOUND BECAUSE OF THIS.

HELP IN GETTING CHILDREN TO SCHOOL WITH REGULAR SCHOOL TRANSPORT TO ENSURE SAFETY OF CHILDREN.

With the current administration in charge I can only envisage a brighter n more fluid network

More flights to London and Dublin.

I think this is fine, but I wonder if we should be more focused on being innovative too, ie. looking at world class transport systems and replicating this. The vision is ok but could be more aspirational maybe?

Current prices don't consider students only working part time; therefore an adult price of transport is unreasonable for someone on an U18 minimum wage.

Needs to be as ethically carried out as possible in order to keep harmful gasses out of the atmosphere as much as possible

Make it cheaper!

The A19 flyover is dangerous and needs to be addressed. There also needs to be a better road to link Hartlepool to East Cleveland and this may reduce pressure on the A66, A19 and cargo fleet lane.

I am elderly. I would welcome the benefits to my well being that the ability to cycle would bring - however at present cycling is not safe and therefore not possible. Please recognize the benefits to all and to the environment that the provision of safe cycle routes would bring

More flights from the airport and better quality trains that are more frequent

Not very original. Similar to most other authorities so won't help in obtaining funding.

do better

Bus overpriced

if there is any effort made to actually achieve the vision, that would be spectacular

Buses are unaffordable and unreliable. Prices need to be lowered and more consistent

Northern rail need to go. Pacer trains need to go. Both are redundant now.

I would like to see more money spent on safe cycling paths to encourage more people young and old to access our beautiful scenic countryside.

I'd like to see much clearer strategic vision regarding climate change, environmental impacts and emissions, in line with the stated vision of a clean, reliable transport network.

In particular regarding Tees Valley International Airport: a tenfold increase in passenger numbers and increase in freight tonnage up to 500 tonnes per annum by 2023 is hard to reconcile with reductions in CO2 emissions, reductions in air and noise pollution in line with the stated vision for Tees Valley, and also in line with national targets of net-zero carbon emissions by 2050 and international goals of limiting global heating to 1.5 degrees.

Climate change is linked to increasingly severe weather events and flooding, which has direct effects on the reliability of the transport network and indirect effects on economic performance and productivity in the region.

The transport vision should take emissions reduction and climate change mitigation and adaptation extremely seriously - as it does in some parts, acknowledging the importance of walking and cycling, public transport and the transition to electric and possibly hydrogen vehicles - but this should be applied consistently and with due ambition.

Not ambitious or visionary...just more of the same

Investment in infrastructure is required and is well known by authorities and TVCA. We need to build failings out of the system to ensure that it is fit for the current and future era.

Fully supported. Need for TVCA to work with Transport for the North to realise through the Rail North Partnership early the aspirations held within the document through the Northern and TransPennine Express franchises.

I lead the Middlesbrough Alternative Planning Partnership (MAPP) which has several community and green groups across our town but with links to other areas.

We strongly support the strategy that 'There will be better transport links that will help create more jobs, improve access from existing houses and allow us to build the houses we need' though we would emphasise that houses is perhaps not the correct term - as homes might be better as these can be apartments (using more brownfield and less greenfield), and bungalows, both accessible for older and disabled , as well as encouraging young people to get on the housing ladder and be nearer to work and towns and help generate less traffic, more use of public transport, and less pollution. Se we particularly like the notion of "a preference for the utilisation of brownfield land for new housing developments next to existing transport networks". Going on to emphasise these points where greenfield land is required to be used, sites will need "a range of effective and efficient transport choices from the outset of the development". Too often transport is considered later and there seems to have been a historical emphasis on roads and cars, without proper investment in public transport or indeed any attempt to change public attitudes and investment, in public transport and greener alternatives. This approach is set out as it states that in order the protect the environment, the plan states that "[t]here is a need to ensure that the increased demand for travel is made wherever possible by the most sustainable means" - this requires a change in public attitudes and probably in the approach Councils take to income generation from parking for example, without seeing the positives to the economy of better transport systems and the benefits to the environment.

The key messages are already reflected in local plan policies, but need to be more prominent in the officers' and members' decision making day to day, with the TVCA ensuring that the Transport vision is invested in with clear adherence to policies.

Better provision of bus services that cover all areas and operate for longer hours at the evenings and weekends would be useful, particularly for outlying and rural areas

We need to make public transport more appealing to people with money. At the moment the only reason people in Teesside use public transport is due to economical restraints.

People with money drive their cars to Teesside park etc rather than visiting town centres. We need public transport that makes sense for people to use rather than get in their cars.

We need...

1. A larger public transport network with more direct routes.
2. A metro style rail/bus system.
3. Comfortable trains/busses. (trains that don't deafen you with old diesel engines)
4. More focus on rail links to alleviate traffic in areas such as Marton.
5. Easy payment options using contactless/Oyster card system which works out the cheapest way to pay for your ticket.
6. WiFi and work stations for people to work on their commute.

Our public transport is diabolical. We have no bus service, we've never had a rail link despite having a railway line (freight line). If you go anywhere else in the country you can get trains or buses to work. Not here, you can't even get a bus to the nearest town. Yet Stockton borough council are encouraging companies to build more houses here. We've had two developments built in our village and all will have to rely on cars to

get anywhere. The farcical evidence submitted to council planning states we have bus service, rail, and facilities. We have a doctors and a post office. None of this is very green is it.

Cant see how it will work but great if it does struggling getting to work at North tees hospital

Support small villages

We need transport as we have no bus in the village

Rural links should be strongly considered

Expanding villages need more efficient public transport and safer walking routes

Provide earlier and later buses to areas like TS21

Plenty of spare capacity on most local passenger train services now and even with passenger growth difficult to justify 2 trains per hour on all Tees Valley routes even at peak times. People do not commute long distances to work in the NE unlike many parts of the UK.

The rural areas must be better serviced, currently there is no permanent bus service from Stillington

Can we open a railway station at Stillington, Stockton on Tees again as was in 1952

We need something doing asap, as we have had no form at all of transport for a while. Stockton on tees have provided us with a bus for a short while, but only operates from 9.30am to 2 pm, which for myself and a lot of people in the area, it is not substantial as it does not help our needs in getting to and from work. I currently am spending half of my wages on taxis to and from work. If we get this transport, whether it be bus or train, I would be using the service every day, and it will also help the environment, which is vital for the climate.

Need a regular bus service not an Uber style service.

Doubt you will achieve anything that improves traffic flow until you can stop all the roadworks, temporary traffic lights, lowered nonsensical speed limits that are just to stupid to understand why the fool who imposed them think they improve traffic flow. A68 Burtree case in point, the Japanese can build a major road in the time its taking to build a roundabout on the A68, productivity is just to low, a speed lint of 30 MPH in a contraflow is ridiculous when there are no personnel working close to the carriageways and its a rural road. Every time one does a journey there is always a guarantee of roadworks or traffic lights to delay the journeys, no matter what route is taken.

Another point, the road planners must think we all drive dinky toys the way they lay out traffic lanes, they are too narrow and cause accidents, increase emissions because traffic is always queuing and engines idling. Road layouts are badly designed for real world driving.

The A66 east west route is always congested around Darlington due to poor road design and badly placed roundabouts, its a nightmare for a trunk road route.

The airport is just a joke, only flights to Amsterdam is just not what people in the region want. We want a fully functioning International airport with many destinations all year round, how you can say its an international one now is just a joke! If the airport offering was useful, just think how much traffic and emissions you could reduce people would not have to travel to Manchester and other airports, its a no brainer really. Cars off the road, money being spent in our region,

Our village does not even have any busses and currently has a temporary fix, people of all ages rely on busses and are in most cases trapped in the village

Regular bus service from outlying villages to enable workers without transport get to their place of work. Also villagers to attend hospital appts. The elderly to get to the shops, students to college. At the moment people are isolated and some have lost jobs because of lack of transport links and the inability to afford taxis to and from destinations.

In my area there are no busses or trains, my children will have no choice in colleges due to being able to get there as both parents work and no public transport.

My children will not be able to work until they can drive.

So I feel transport is a priority especially in our area and area's that do not have transport.

We have no proper service here a Cuba bus for 10 till 1 30 is not sufficient for the 100 of residents that don't drive including myself it is putting us all in debt not having a proper service as we are all having to pay taxi fares to go to work schools etc it is disgusting that so many people are trapped here if they have no taxi fare it is affecting adults and their children

Currently the bus service in Stillington, Stockton On Tees is extremely poor & needs improvement.

The bus service in Stillington Stockton is appalling & needs immediate improvement

No but I am at college at the moment and stopping the buses in Stillington was the worst decision you have made, the new bus is useless as it only runs till 2

At the moment we cannot get a proper bus only from ten till two

Village's need a bus service for working people plus, for teenagers to be able to get to places like football area's plus many sport's area's and just in general making our kid's independent, also college's n schools. Stillington village paying 7quid a taxi to Stockton each way this is not on at all.

Public transport is sorely lacking in rural parts of the region. My family live in Stillington and there are no public transport routes for people travelling to and from work or education, having recently been cancelled due to lack of profits (!) A limited service now runs during the day but there is no provision early morning or evening. This is unacceptable as it cuts off valuable members of the community. It would be important to me to restore these bus routes.

We need a proper scheduled bus service to our village. Profitable and unprofitable routes should be tied together when put up for tender

I came to the north east from London and was shocked at how impossible it is to get around in any way except by car. I wouldn't dare ride my bike on main roads - the standard of driving is too poor - I have seen two people on bikes hit in five years, both hit by drivers coming out of side roads and just not looking. Basically it seems that a lot of people around here have been driving the same route day in, day out for 20-odd years so they aren't prepared for anything different. Our office is inaccessible by public transport. Yarm and Kirklevington and Yarm and Ingleby are barely accessible by foot and I wouldn't dare ride my bike with the kids to either. It is time for a major change in thinking (in my view) otherwise with more and more cars on the road (by necessity as there is no alternative) we are going to start having serious congestion and pollution issues.

Excellent "vision"... but needs to be more than buses in bus lanes.

Although you mention meeting the needs of disabled and older people you do not appear to have any idea how! Buses in Darlington are no use to me as I cannot get to a bus stop, never mind fight over a wheelchair space with baby buggies or travel with another wheelchair user.

Your vision for community mini buses in rural areas is needed for older and disabled people in towns but having easy entry, and wheelchair spaces.

More accessible blue badge parking is needed as more people will have blue badges following recent changes in the criteria, and an ageing population. It isn't just mobility and conditions including dementia that need to be addressed.

Improving technology is great, but little use if impairments prevent its use, such as ticket machines and automated barriers at train stations, Disabled and older people needing assistance to board and get off trains need train staff on trains. How many smaller stations are unmanned and currently inaccessible? Disabled people want to travel as easily as other passengers. Great news that you want to improve Darlington and Middlesbrough railway stations, but any changes must not rely on those with limited mobility being dependent on lifts to get to additional platforms. If They breakdown or need maintenance. Our lives are put on hold as currently at Manchester Victoria Station, An evacuation stair climber is not a suitable alternative, nor are barrow crossings. There must be at least 2 lifts per platform, ramped underground tunnels may provide an emergency alternative.

Encouraging cycling and walking is fine but not at the expense of preventing those who can't due to disability reaching town centres such as Darlington. I would love not to rely on internet shopping but with fingers as well as legs that don't work, all Town centre car parks are a no go area, and there are huge areas that I cannot reach after 10 am. You need to improve access for disabled people. Try propelling yourself round the town centres in a manual wheelchair, or try using your technology with mitts on. Remember that those with sensory impairments need to get around safely as well. Pedestrianised areas are difficult!

I feel the real areas are currently being neglected in this area. I live in a village without a bus service and have become trapped within. We are a large 'village' with a factory, freight railway, school, pub, doctors surgery, post office and chip shop for example. Many people in the village depend on regular and reliable public transportation yet it is no longer provided. This leads to unemployment and isolation. Due to location it is impossible and unsafe to walk to the nearest bus service which is miles away and this shouldn't be allowed to happen. The current situation goes against the transport vision mentioned above

Must include rural services

If public transport was more reasonably priced and more convenient more people would use it instead of their cars

Creating the connecting road between A167 and A66 would mean sacrificing Darlington's last remaining greenspace and given the state of the environment we should be doing all we can to preserve the last untouched area.

I have re-read this plan and analysed the supported documents again. The plan centres on economic growth but environmental policies and improvements are lacking. Policies need strengthening for example to improve air quality and protect habitats and species.

Please improve the quality and reliability of TransPennine Express

Rail improvements are essential, could commute from Saltburn to Thornaby but trains are often late are very busy and very old stock. Quicker and more pleasant to use car. Air links from Teesside are essential as my husband works off shore and flies in and out of here, would also use for holidays if a viable option.

Reliable up to date trains would be great, Northern Rail are consistently late with old trains not fit for this day and age. Roads would also benefit locally with upgrades, however the people using the roads need to be re-educated on how to drive as some cause too many accidents due to poor driving.

Should sustainable be a consideration

I feel more emphasis needs to be put on alternative methods of transportation, not on cars.

Move towards restrictions on vehicular speeds and daytime usage to cut emissions
It is important to future proof transport plans. With decreasing fossil fuels the most energy efficient modes of transport must be developed first.
Kick Northern off the rail franchise and bring it under the management of the Mayor.
Northern are a disgrace, as are the pacer trains. You should not get wet INSIDE a train when it is raining.
Define high quality for me, given how far we lag behind the south we should be more aspirational
I hope that all of the above includes lots of different options of transport and is not just related to improving roads.
In general very good although does not address all the issues within the tees valley
It's a bit much, why not just stick too one or two things? It seems like you are trying to please everyone with this statement and we all know you can't please everyone
Low carbon emissions must be of utmost priority in every aspect of the delivery of this plan
Darlington desperately needs a BUS, COACH and TAXI station to facilitate the safety of people walking round the town centre. It is current DANGEROUS to visit Darlington Town Centre for shopping or any recreation activity. An ideal location for the "STATION" is COMMERCIAL STREET Car Park (behind Crown Street Shopping Centre). This would leave Darlington Town Centre vehicle free and what a relief that would be.
Darlington (A66) from the A1 to A66 (Great Burdon) should be upgraded to DUAL CARRIAGEWAY,
I have seen this road from the day it was opened and find it hard to believe that the planners crystal ball did not show them that traffic would grow more intensive, even without climate change.
Cycling should be a priority with all new roads and proper cycle ways should be installed as commuter routes between residential and industrial/commercial workplaces. I could cycle from Ferryhill to Thornaby but there is no safe way for me to do so, even as an experienced cyclist.
Seems sensible and appropriate for the Tees Valley
That it all comes together asap
Some services needs to be more frequent and more areas need to be accessed.
A laudable sentiment but we've heard it all before and nothing ever changes
Too much emphasis on road network and not enough emphasis on greener modes of transport, including walking, cycling, bus.
We currently have a shuttle service in the village my daughter works and struggles to get there and my other daughter is in full time college, I work currently on the sick and having chemotherapy, it's very hard taking them when I'm ill so this has become a lot more stress and pressure on us. It is also hard for my daughter's to get out to meet friends on a weekend and feel secluded.
it looks a good plan but it must be implemented quickly and without rising costs where possible. The A66 interchange/A19 flyover is at the heart of the Tees Valley road network, this for me must be the priority.
This needs to include sustainability issues in terms of infrastructure but also the environment. Given the need to protect and improve the environment that we live in then greener forms of transport should be seriously included. In addition, you could be a countrywide leader on promoting electric and dual fuel vehicles by providing charging stations and offering incentives to use them. You MUST set standards and send out a clear message that the environment has equal importance to human activity.
Better bus routes for small villages (that are growing).

Better cycling routes.

Could mention about improving, ever changing, adapting for the future not just now.

On road signs the word "Teesside" needs to be removed. It is NOT a town only an area. "Middlesbrough" and town names with their appropriate distance should be shown. For many years the mileage signs on the A1 and A19 have confused and irritated me. They do not show any towns in the Cleveland or Teesside area, but they show TEESSIDE. There is no town named Teesside so where am I heading - towards "no-man's land"! This desperately needs sorting out and Middlesbrough needs to be on all road signs that show "Teesside".

Same vision you find anywhere

Get the railway services upgraded as soon as possible

It's not very bold, too much focus on roads instead of public transport

Public transport is paramount

The scheme for the second Tees Crossing is really vital for the long term benefit of not just the Tees Valley but the NE Region as a whole. The earlier this can start the better, the 2-3 years of disruption the construction will cause is worth it. Also access to the A1(M) from Teesside MUST be improved there must be a free flow uninterrupted route (no stopping at roundabouts, lights etc.)

As long as it's also green

Yes, let us start by the political and industrial management, plus councillors of all parties and independents to leave their cars and petrol and mileage little earners at home and use the bus and trains with the rest of the travelling public and pay their own fares.

I applaud the initiative to pilot demand led bus transport in rural/remote areas.

Tees valley transport authority (TVTA) should consider park and Ride for Middlesbrough for areas like James cook hospital as TVTA like JCUH does not just affect Tees valley.

So one question is should you involve your neighbour authorities of County Durham and North Yorkshire County Council as these areas are been built in for the growth of tees valley, also north of Seaton Carew Durham rail line Chester le street/ Northallerton on the east coast main line Shildon on bishop line all these are on the boundary or outside but are all feeder stations mainly tees valley.

Take Northallerton it's your connection with TransPennine express and Yarm next but next year LNER are supposed to go to Thornaby and Middlesbrough with TPE on to Redcar but can low gates Northallerton take more so Middlesbrough can try and go for city status again.,

A consideration for the parkway 174 /172 to JCUH put emergency vehicles Filter lane from the A19 turn off since now people in upper Wensleydale i.e. Hawes Leyburn then Richmond Thirsk Bedale Northallerton these and more are all affected by south tees health trust which the effects are on JCUH more people as the hospital takes more from its neighbours to justify itself how can those entrances cope to JCUH on Marton Road.

Consider the Boulby line as a passenger and reconnection to whitby since 3/4 is in Redcar borough.

The airport needs better public transport links

Several, too numerous and complex to fit into this box. Above all, I find a fatal discrepancy between the wording in Qu. 7 and the actual proposals listed in the full version. In particular, there is the total omission of Northern Connect's very enterprising Middlesbrough-Stockton-Durham-Newcastle express service proposals, currently being blocked by a stubborn Network Rail on spurious grounds of existing congestion on the Tursdale Junction- Durham-Newcastle stretch of the East Coast Main Line. More broadly than that, not a word is uttered anywhere about possible direct through train services between Middlesbrough, Stockton and anywhere

In Scotland. We have never had them but, in parallel with Transport for the North's designation of a road corridor between Yorkshire and southern Scotland, TVCA should be advocating them with vigour, and not just assuming that existing Darlington-Edinburgh services (three if not four an hour at the moment) will do. Darlington is further from much of Tees-side proper as Dover is from Calais. Tees-siders should not have to go that far out of their way for their train services.

I would love to be able to get a bus from Middlesbrough Bus Station to my place of employment on Riverside Park Industrial Estate, and I am sure I am not the only person who feels that way, The service that ran to here the Compass Royston TR2 bus has just ceased, and there is no sign of it being introduced in the foreseeable future. I have asked this question of Middlesbrough Council and their very helpful advice was to use a bike, not really practical for a lady (of 61 years of age) with arthritis and osteoporosis is it?

People who commute by car from outside of the Tees Valley to employment within it - There are far too many people driving to work in the Tees Valley (especially Middlesbrough & Redcar areas) from locations up to 30 miles away that add significantly to road congestion within the Tees Valley. This is born out by the very high numbers of vehicles using the A19 from Wynyard to the Tees crossings. Measures need to be taken to discourage such long distance commuting not just in our region but everywhere. Could local road charging be implemented such that where vehicles from a certain distance away use certain roads in peak commuting times then they would be penalised and discouraged from making that journey by car. I believe Nottingham have been looking at some similar measures for some time now.

It is exciting to see such positive aspirations for Tees Valley and I fully support all of the work in trying to make it a better place to live and work.

I would like to see greater emphasis and investment in providing safer alternatives to car use. In particular investment in safe cycling infrastructure along the main arterial routes.

Great vision. It will be vital to not only improve walking and cycling routes, as well as public transport, but to better publicise these and implement far better information infrastructure to help people use them. Finding maps and information about walking/cycling routes and using the bus network around Darlington is nigh on impossible without guesswork or if you already know where they are or what you need. I dread to think how visitors to the area are expected to manage.

Improve cycling infrastructure, more bike paths/lanes.

Dedicated cycle path in TS1. Connection to train station.

A safe bike route from Guisborough to Middlesbrough.

More European destinations from Teesside Airport

Frequent and direct connection from/to Middlesbrough to/from Airport.

Middlesbrough bus station closer to Train station, or at least buses should stop at the train station.

Faster and more frequent trains to Newcastle and Manchester.

You would need to be more specific about the targeted locations.

The cycle tracks in Middlesbrough are non-existent with a current Mayor (Preston) knowing as only solution to threaten to fine cyclists riding on the sidewalks as the only safer alternative.

Car driver need to be fined for close passes and parking on the yellow double lines. It needs to be strictly ensured.

Cycle tracks are required in the centre and along Linthorpe road. It is highly dangerous to cycle there due to careless car drivers.

A fast connection needs to be installed, not 6 traffic lights such as existing on the short way between the train station and the university campus.

The existing cycle tracks so far are really badly maintained despite having written to local authorities - please make sure that cycle tracks are built by quality companies, not by an xyz random cheap company which has no knowledge in building hi-quality cycle tracks.

Apart from the cleaning system, a clear marking system is needed, so that car drivers as well as pedestrians do not take the space of cyclists.

A public bike hub with tools should be installed. One central place could be the campus of the Teesside University. It should be freely accessible and not connected to an authorization via cards etc.

Also, regular cycle parking spaces should be visibly provided in all public spaces - and they should have a roof or cover above them to protect cycles against the rain. Try fancy ones in front of artsy places.

Remove the rather silly "safety" barriers which hinder a continuous cycling activity such as on the cycle track between South Bank and Eston. This was so difficult to manoeuvre especially with heavy Panier bags at the back of the cycle, that it put me off from cycling and using this otherwise beautiful cycle track. Watch out for the everlasting glass which never got cleaned away in Southbank, or on the cycle tracks between South Bank and Middlesbrough centre.

I think you need to start treating commuting and everyday short-distance cyclists as adults and trust them that they will maintain the peace on shared pedestrian and cycle tracks, instead of enforcing this through ridiculous barriers.

I am from Germany - i know what good cycle culture is, and so do my equally highly educated international friends.

Maybe you involve us in the planning process, as we can contribute many useful ideas regarding cycling practice from an international realm. Thx.

In order to create clean and safe transport infrastructure I suggest that cars ought to be banned from inside towns, villages and cities. I also advocate for the abolition of private vehicle ownership. Nationalise the auto industry.

The public transport network needs to be improved. Bus and Rail needs to work, similar to zoning in London with an Oyster type payment system, that is low cost. Example - I can cross London on bus for £1.50. Day of bus-only travel costing a maximum of £4.50.

This combined with frequency would allow me to leave my car and commute to work. At present, my drive to work is 55 minutes (Hartlepool to Newcastle). Public transport is ~2 hours and a mix of rail and bus. It is neither an option from cost or time.

Poor use of train lines, New houses being built all over South Middlesbrough but no talk of connecting train lines, Park n Ride at Nunthorpe to counter Marton Crawl. Poor use of A174 from Marton intersection.

Cars all being forced down Stainton Way , poor roads at Stainton Village end near Police Headquarters

Have a better vision, the most popular mode of transport on Tees Valley is the CAR, because of poor transport system.

Vision also needs to focus on integration - in the late 90's I interviewed for a role in the Netherlands. They had an integrated ticket whereby you purchased a journey from A to B by train then from B to C (ultimate destination) by taxi for a single cost. Taxis would have to be shared by multiple people. This was a good way of controlling costs.

Plus it meant that taxis were not in direct competition but used as a way to ease the journey.

It is many factors more expensive, if not impossible in some transport sectors, to deliver clean transport through full electrification, compared with using bulk hydrogen produced on Teesside, collecting the produced carbon dioxide at site, compressing and piping it for permanent storage kilometres underground (CCS). Find it therefore unrealistic that the report has no mention of CCS, even in the full report.

To make this accessible for all persons to be able to connect to cultural and other events.

The transport plan for cycling and walking is poor

Affordability is absolutely essential, as well as regular well connected services.

Quite focused on areas South of the Tees. Being from Hartlepool there doesn't seem as much focus.

Everything is focused on busses. These are diesels and many are past their time. The fumes emitted should be tested frequently due to injector wear. The semi rural villages on the edge of the towns don't have bus services - we used to have a service but it's gone and now we have to walk about 1/2 a mile to find a bus stop.

frequency of public transport component of the plan should be referenced in the vision statement

It sets out the vision for the future to provide a more improved transport system.

No commitment for electrification of rail from Darlington to Teesside.

This is essential for improved rail efficiency and addressing climate change.

Not sufficiently linked to future house building which should be focussed on existing infrastructure.

Insufficient detailed planning on electric charging points

Investment in highways should be directed more to rail enhancement.

Questionnaire comments regarding the draft Strategic Transport Plan objectives

Questionnaire comments regarding the draft Strategic Transport Plan objectives
It all sounds wonderful and I sincerely hope it happens. I will say again Darlington needs a Bus Station...
The objectives are well thought out but generally mirror those outlined in other major projects such as HS2.
They make sense.
The Environmental Protection and Enhancement aspect feels negative testier than embracing innovation and outward future thinking regarding protection and enhancement of the environment
Promises made for MME must be realised quickly as this is a great opportunity for a quick result in moving forward as a inner city community. MME will help get cars off the road and increase business opportunities in Teesside
I think that the current work being done for the airport is fantastic and important for our area but an increase in flights will lead to an increase in emissions, how are we going to combat that?
Transport links for people in remote areas must be strengthened and new infrastructure invested in. This needs to be prioritised specifically in East Cleveland to enable better access to the rest of Redcar & Cleveland, Teesside and North Yorkshire, including Whitby. Only modern, affordable, quicker transport links will enable people in these remote areas better chance of accessing employment, other beneficial activity, social mobility and integration.
River to be included in the strategic transport plan.
WE SHOULD ENCOURAGE HYDROGEN FUEL CELL POWERED VEHICLES WITH A SWIFT DELIVERY OF REFUELLING CENTRES AND ENCOURAGING LINKS TO THE MORE ADVANCED COUNTRIES.
It must be remembered that those with Mobility Issues need access to cars in many instances to cope with their daily lives. This needs to be firmly embedded into all strategic planning and objectives. The disabled are usually forgotten or treated as second/third class citizens when it comes to getting from A to B.
We need to courage less car journeys so much better public transport , encourage local residents to walk their children to school not drive then there would be a better environmental & healthy lifestyle option, spending hundreds of millions on new roads to encourage faster & more car journeys and building nearly 10,000 unnecessary new homes around North Darlington is not the answer these not needed for this part of the area will just increase the amount of cars on the local roads so any benefit from a hundreds of millions spent on a new link road will be lost to more congested polluting cars stuck taken children to school then on to work.
To introduce a project of rail electrification to improve the quality of the environment
I don't disagree with the general objectives. I disagree with the proposals being presented to achieve those objectives. I don't think the proposals are the best way to achieve the objectives.
The objectives are very laudable and I hope all the organisations involved work together to achieve them.

The planned Northern link road around Darlington is not needed & will destroy the unspoilt local environment

Economic growth is driving climate change. We need a completely different set of goals: achieving better lives for us all without increasing the size of the economy. How do we achieve that? Not by building a new road bridge over the Tees, nor by 'improving' the region's roads. Transport cannot be looked at in isolation from other aspects of life.

Wholly / aspirational - not very focussed.

I agree with your statements but do not agree that your plans align with them.

Same as previous statement. Generic. Although I agree, think of what is unique about opportunities/barriers in Teesside, besides the statements every area in the UK aspires to. How do we connect a poly-centric urban area with conflicting identities and no defined central urban core? How do we make the 5 areas work together under one "city" instead of fighting amongst themselves. High quality, frequent, flexible, integrated and cheap public transport connecting all 5 areas could be the key to creating a united Teesside identity.

Living in Yarm I have grave concerns about the level of vehicular movement and air pollution. I have not seen any visible signs of concern from local or national authority in alleviating these issues. These are long standing issues and are constantly being brought up in transport plans but never addressed.

We need this for the Tees Valley to stay in 21st century. Tickets for different modes of transport need marrying up and being reasonable in price like Sydney Australia does. Please ditch smart cards just introduced unless conductors can start reading these it's just providing free transport for drug addicts which are not safe or pleasant for others

Again this talks of the Tees Valley but actually should be more Middlesbrough/Stockton!

There is a chronic shortage of electric vehicle charging points in Redcar & Cleveland. Only a minority of the points that are currently in place are working, the remaining have not worked for over 2 years. This needs addressing if private car owners are to be able to switch to low carbon emission free electric cars.

The biggest obstacle to cycling to work for me, even though it is only 3 miles, is safety. There is no way I will cycle along the A174 alongside morning & evening traffic squeezing past at 60/70 mph. Until there is a network of off-road cycle paths, ordinary people aren't going to consider cycling to work viable or safe.

Stop buses and taxis and HGVs that chuck out black smoke.

The objectives laid down in the strategic transport plan lack quantitative objectives (with the exception of the airport for obvious reasons). Referencing 'Aspirations' rather than concrete measurable objectives by which the strategic plan can be assessed during and after its implementation in order to assess any issues that may have arisen as well as being a flag to stimulate actions to mitigate them. Specifically the 'aspirations' of the cycling plan reference documents that in some local authorities do not exist as well as never setting any targets for improvement.

Objectives are good, delivery is critical, without delivery objectives lose their value

Economic growth objectives are important, but tend to receive priority of emphasis. I have answered question 9 on the basis that this imbalance should now be addressed by giving more weight to communities, and particularly facilitating rural communities' sustainability and the health and wellbeing of rural residents

Bus services are running at really low levels. I've first hand evidence of the isolation this causes people who can't drive. I understand the financial issues that stop these services running perhaps the industry requires a rethink. A more efficient way of providing a regular or on demand service is surely possible with the aid of technology.

I agree there needs to be an alternative route across the tees. Accidents on a66 or a19 cause standstill across the entire region.

Agree with improving Darlington station to provide the best nation rail links but what about Stockton/Thornaby? Link to Newcastle is a total joke and belongs to a bygone era. Improving this service and others to Leeds/York could massively help employment opportunities, bringing knowledge into the region and exporting our skills from it.

Too much time and money is wasted looking at carbon footprint and sustainability, we need a transport system that works for today, now....

Environment protection - bus companies need to scrap old, heavily polluting vehicles

I think the objectives are great, but once again with privatised public transport, I feel it will soon venture back to profits before everything. But if properly regulated, it could work. Once again, I want to be proven wrong!

I agree in principle but feel that there are less clear opportunities for smaller businesses to benefit from the plans. There is a perception that more is being done to attract big businesses to the area and potentially displace local, smaller businesses. The TVCA should focus on nurturing and investing in the high-quality smaller companies in the area to grow local companies to be more competitive internationally, create jobs and increase supply chain opportunities for other local businesses. This would increase the sustainability of industries as they would have a more vested interest in succeeding in the Tees Valley region.

They are fine as statements in themselves but they need to have some targets so that improvements can be measured.

It is great to see we have a plan

Improved direct links to local areas even for short journeys is a life line to those without a car and has and can only be an improvement on the current situation.

The proposed improvements at the A19 Tees Crossing are obviously essential in the near future and must be treat as a priority. Getting people onto public transport and away from their car should also be treated as a high priority. To that end, improvements to the rail rolling stock, with modern carriages, should also be treated as a high priority.

More cycle lanes please and cycle-awareness education for drivers.

Past plans have focussed too much on road and economic development, there needs to be a shift towards health, public transport and environment.

Cycle paths running next to main roads would be safer.

The concern is that walking and cycling never gets the investment that roads do. Even proportionally.

Intelligent Transport Systems should also be considered, i.e. how can we use Technology to support the transport network and meet the overall objectives. This could be using Technology to better and more efficiently manage the network and providing better integration of the existing network with Smart Technology such as Mobile phones.

Objectives should also include making transport affordable for young people. The TVCA should have a policy of providing free bus passes for all young people, at a minimum between 16 and 21 to help them access work, education and work experience opportunities. This will also aid in keeping bus routes open for the elderly and disabled and cars off the road, reducing carbon emissions.
Very waffly where is the one which actually looks at concrete carbon reduction for environmental purposes and counts tonnes saved
As a teacher it will make my students more accessible to variety of courses and venues.
The emphasis needs to be on alternatives, not just providing more and bigger roads - incentives like car sharing, better cycleways, more joined up thinking like using the train/cycle together, or having combined tickets for buses and trains
I certainly wouldn't support a new road through Berwick Hills nature reserve between Longlands and Ladgate Lane. It will just encourage more cars into the town and create more bottlenecks.
I don't agree though with legislation on carbon emissions etc.
I work in education so it is high on my priority list for all ages as is mental health and wellbeing and we have to start recognising the environment and trying to protect it the best we can for our children
Unfortunately the strategic plan needs to be implemented now, a bus service for example to allow people to carry out everyday tasks such as shopping , socialisation, health care.
We live in a world of finite resources so economic growth cannot continue forever and as emerging economy's demand a larger slice of the cake we are going to have to accept less and so we need to plan for a sustainable economy
The 30+ year old trains Northern intend to use are dirty and incredibly polluting.
The best idea that politicians have put up for a long time, please let it happen!
get on with it and obtain a transport infrastructure that will be of benefit to all throughout to Tees Valley
Growing an economic system that is breaking the climate is not a good plan.
Environmental and social protection must come first, otherwise economic growth will only come by REDUCING quality of life for residents of the region (and in which case, what is the point of the growth - it's supposedly meant to improve things). Sustainability of all industries and their transport aspects must be considered, and those which are particularly damaging such as fossil fuels and aviation should not be allowed to grow, in favour of more sustainable industries which will improve quality of life for the region's residents and beyond.
There needs to be a level of realism in producing economic growth, ensuring that spending in this area is carefully thought through and not put into vanity projects with no prospect of long term benefit.
Conventional economic growth is impoverishing the planet. I think it was JK Galbraith who said that GDP measures everything apart from that which is important and this is so true. How about having a policy (and actions) to reduce human population so improving quality of life instead of covering the Borough with concrete and tarmac. The Council is not be able to develop a coherent strategy and these so called strategic objectives prove it. How is achievement going to be measured and what takes priority as parts of these objectives conflict?

See my previous comment about the benefits of sustainable forms of transport. Also, the plan doesn't mention the change that is taking place in cycling: the rapidly increasing popularity of e-bikes. I bought one about 18 months ago. I do nearly all my journeys that are under 10 miles on it, including nearly all the shopping - I have a cargo trailer for the bigger loads. It has enabled us to sell one of our two cars. I am fitter, and contribute less pollution and congestion to our local environment than I used to, though I accept that I slow down other road users quite often when there is no off-road route to where I want to go.

Support for alternative fuelled trains should be a priority in this strategy

Don't put all focus on just environmental stuff

Bus on time.

You have not specified which environmental issues you want to tackle.

Completely disregards the Digital Economy. Why can't people work remotely using better communications technology? Shopping online is growing. Focusing on transporting people and goods into specific centres rather than providing facilities throughout the region will concentrate congestion and pollution at these points.

do better

We really need to focus on our carbon emissions, air/noise pollution and the impact on the environment.

What is the use of a brave transport plan to improve business when for years there has been such a sharp decline of any new enterprise's in this area.

Align funding to ensure all objectives can be delivered.

MAPP comments made earlier but would just emphasis again that the vision and objectives are laudable but must be followed through with Local Authorities, businesses and transport providers, with a major public awareness campaign, and investment being controlled to make sure that is so. Transport really matters to our future, not just in the next few years or even in this 10 year plan, but for longer term in respect of the economy and its efficiency and the creation of employment, but also in saving the public and businesses time and money as transport is made as efficient as possible. It goes without saying that the environment is important too, not simply for health (though that is crucial too for people, the NHS and businesses) but also for attracting people to work in the area. If many of our businesses generate pollution it becomes even more important that transport is even greener. (Note the TVCA Mayor's emphasis on hydrogen is a key point in bridging this gap).

The objectives are fine as long as they can be followed up with actions to provide long term solutions

Given the current transport infrastructure, particularly within rural areas, it will take massive investment to reduce all vehicle usage thus reducing carbon emissions.

Improved public transport will encourage people to use their cars less and improve our environment

The performance and passenger growth of East Coast and TransPennine train services will require capacity improvements at Darlington Rail Station to avoid local train services conflicting with long distant high speed services and cross Pennine services. This may require replacing some through Saltburn to Bishop Auckland services with Saltburn to Darlington services and a shuttle between Darlington and Bishop Auckland. This may avoid an additional platform at Darlington.

New major road crossing the River Tees welcome. This needs to be in the vicinity of the existing A19 Tees bridge but must mitigate environmental risk and protect sensitive and important wildlife habitats.

The key to improving connectivity to Teesport is to provide gauge enhancements along the Middlesbrough to Northallerton rail corridor to allow larger freight trains to operate thus removing heavy goods vehicles from our roads.

Improving east-west rail links HS3 is required in the North of England long before HS2.

Need further details on the infrastructure intervention options to address east-west road connectivity gaps. Upgrading the A66, new road around the North of Darlington and a Darlington Northern Link Road may just increase traffic, add to congestion and exacerbate air pollution. Another option is a new four way junction at Jct 57 on the A1M and widen the Darlington relief road.

Any new road should not have large scale housing developments linked to it if it is to provide connectivity improvements to Teesport.

Provision of wildflower meadows along strategic rail and road corridors for wildlife such as pollinators is welcome. Providing low-nutrient soil will allow a greater range of wildflowers to thrive and will make the verges and embankments much more attractive to insect pollinators. It will reduce mowing and maintenance.

Please don't forget the rural areas, we are important too!

all admirable aims, the issue is how achievable are they given current funding and political climate.

Agree with the objectives but you will never achieve them that's for sure, it's a dream scenario, but guess it keeps civil servants in jobs and pensions

A proper service needs sorting for this village Stillington and surrounding villages it's disgusting not having proper transport for 4 villages

Put a proper bus at Stillington that goes to Teesside park again!

Just find a way to stop so many areas being cut off from all services

Not particularly inspiring but I guess they are right.

Leisure and culture need servicing through better transport links - especially initiatives such as night buses and late trains.

I think 'connecting communities' is also an important element of the 'Social Opportunity' objective - yes, accessing facilities and attractions is vital but also being easily able to move between communities, visit friends & family etc.

Do not forget with an ageing population and associated increasing disability, you need to plan very carefully otherwise this sector of the community will be left housebound. Currently accessing Tees Valleys Healthcare facilities is hard. How do those without, or restricted use of their own cars reach all the hospitals, when patient transport is severely restricted. Those with limited mobility in Darlington are somehow expected to get themselves to North Tees Hospital in Stockton for routine breast screening, how when public transport is not fully accessible. Patients are expected to travel further to access secondary healthcare, how many don't make it? How many are left without visitors when inpatients? Tees Valley must ensure that we can access care, back to the need to consider accessible taxi licensing as a priority, and a dial a ride type bus service to access healthcare as well as airports.

Rural areas need regular bus services to ensure they are able to access the opportunities listed above in terms of employment and education etc. Without the provision of transport they will become isolated areas with high unemployment and disillusionment.

It would make more sense to send the majority of cargo by rail and lower rail fares to encourage people to travel to work by rail which is quicker, less stressful and keeping emissions to a minimum. Creating better air quality, less tarmac and ultimately less flooding.

As per my previous comments. Rail interventions welcome but questionable whether we need all these road interventions particularly around Darlington. We should be encouraging people to use public transport and getting more freight off the roads and onto rail. Environmental policies need to be strengthened to ensure better air quality and species/habitat protection.

Priority has to be zero carbon emissions for all public transport.

The emphasis should be on green, carbon neutral methods of transportation.

Introduce wait restrictions on unclassified roads. Improve public transport with subsidy raised from the private sector. Incentivise the development of alternative forms of vehicle technology and penalise the continued use of fossil fuel burning technology. De-couple the oil industry from politics, political lobbying, and party political finances

Improve the trains, get people out of cars. Simple

Fix the roads first, widen the A66 from Darlington to Middlesbrough, add northern Darlington bypass

The Environment should NOT STOP the region having good road, rail and air transport links.

no mention of the potential benefits of motorcycle/PTW use in reducing congestion and reduced emissions

Again, it's not just about supporting the legislation it's about showcasing what you can do to go above and beyond it! Make yourself a BETTER authority.

The crystal ball that has been used looks to be a little bit grey, but there again no human being can tell the future, Thank God! But the region needs to advertise its towns. "Teesside" means nothing and it could change. Road signs and advertising should name towns: Darlington, Hartlepool, Middlesbrough, Stockton on Tees, Yarm the list is endless and they are ACTUAL places where human beings live, work

The plans are good but need to work with North Yorkshire Council to integrate plans. Would reduce costs and make for seamless integration of transport systems.

What with digital infrastructure which reduces the need to travel if a high speed network would be achievable (which is not)

Integrated ticketing across all transport modes (rail & bus operators) is a current glaring problem preventing transport to all points of the Tees valley. There should be one ticket covering Stagecoach, Aviva and Northern Rail. This is an easy quick fix and should be done ASAP
These are laudable objectives but they offer no concrete proposals e.g. a ringroad system, tram rail system, road improvements, Tees crossing etc
Very strong on vision but lacking specifics
50 HGV's an hour use the A1150 & 167 in Darlington. A northern relief road would traffic on north of Darlington by over 50%. I've been fighting for this road for over 10 years! It should have been done over 20 years ago when the southern A66 bypass was built. Please get on with it!!
Needs to be delivered on time and within budget!
Problem with room on the buses due to baby prams so not enough room for wheelchair users and ramp should be banked higher for wheelchairs as sometimes gap between the height of the pavement and ramp so makes it difficult. More incline makes it steep
Worried that areas north of the Tees will be neglected
I hope it gets implemented
More investment in transport in the north. Region has been starved of investment for decades
Improvements in public transport and cycle routes are essential
I have an electric car and i would really like to see more rapid chargers, especially places such as Redcar, Saltburn so that i can take my kids out.
Develop berths for cruise ships & develop terminal for ferry service to EU
Good to see improvements on the horizon
Turn your words into deeds, and maybe in time the people will listen to you and your words with belief and trust that you will practice as to what the establishment spouts day in day out about anything
We don't have any public transport in Stillington area. Situation needs to be addressed urgently
No one can really disagree with objectives but we need a plan - realistic to achieve them!
Current plans for Darlington north link road do not align to the objectives of strategic transport plan for the following reasons:
1. It will decimate the village of Barmpton impacting residents health and wellbeing
2. Its value cannot be proven, therefore it cannot be considered to positively impact economic growth
3. It is clear that the current route will decimate some of the last remaining countryside in Darlington & Tees Valley. When the impact of additional road traffic is added it cannot be considered
Please ensure that no more housing is built which will impact on the main roads into Middlesbrough any beyond from Nunthorpe
Important to have subsidised transport from East Cleveland villages as currently expensive and service ends by 7:30pm. Improved trains Saltburn to Darlington
This really means nothing without specifics

Newcastle airport is easily accessible by rail and metro with good choice of flights. Teesside airport needs to be the same

I live along a railway line. Would not be happy about more trains and the noise. That does not help us and environment.

We as pensioners use the local buses in the Redcar area using our bus passes. If something similar could be used on railways im sure they would be used more frequently

I would welcome more environmentally friendly modes of transport e.g. electric/hydrogen powered buses.

A park and ride and reopening closed lines

Fine words, especially on the environment - but little in the Plan itself to show that many in TVCA actually understand what they need to do to bring the objectives into being.

Please ensure that there is a bus service to Trading/Industrial Estates to let the people who work on them be able to get to work.

Again, it would seem to be imperative to improve personal and environmental wellbeing by providing the necessary infrastructure to increase active travel, and decrease dependence on motor vehicles.

This can only be achieved by improving the infrastructure for cycling, and getting away from the piecemeal and fragmented cycle routes which we have at present.

I live in Yarm and cycle regularly. I have the benefit of having had advanced cycle training, and so am reasonably confident (but not complacent) on the road. For most people, Yarm remains an island of hostility for cycling, as there are no safe routes through or leading to and from this town.

A cohesive transport strategy is vital to delivering all of the region's economic and public wellbeing objectives.

The economy needs to be completely reimagined. As such, the economic vision for the area needs to think outside of the box.

That it needs to come from initiatives and not from Clean Air Zones or congestion charging. Drivers have no choice to drive into cities for work. Also, to support this - consider scrappage schemes for older cars (regional government supported)

As per previous comments, nothing in the last 20/30 years has changed. Old trains Poor Bus schedules, Poor time tables what will the plans change? I sound disgruntled because I wouldn't dream of using a bus in Tees Valley, cheaper to get a local taxi

Train Station at Teesside Airport , make it viable for all Tees Valley residents to use, need to get to Middlesbrough to even get on the train to the airport

These objectives will cost multiples more through full electrification (and some aspects will be impossible) compared with using large volumes of hydrogen, produced from Natural Gas on Teesside (with Auto Thermal Units or Steam Methane Reformation) plus collection of the produced CO2 using carbon capture and storage. ref. IPCC, IEA, UK ESC, UK CCC

More regular connections and upgrade the poor and inadequate northern rail services. Increase number of rail carriages during peak travel times and football matches etc. Later services from Saltburn to Darlington to enable cultural event to be attended by all persons. Not having to rush out. Improvement to stations and the areas directly adjacent to the transport hubs.

Look at the longer term plan of a direct tees tunnel link from north to south Tees. Opening up the industrial power areas of the Tees valley to be a joined up site thus enabling quick commute and reducing traffic on a19. Redevelopment of cycle trail for coastal routes along the region and industrial heritage areas.

It is all pie in the sky. The targets set by the Plan are not achievable by the current political system. There has to be massive change in political will to change to greener and more sustainable transport systems

Not equally distributed around the Tees Valley but a good plan which will bring benefits.

Environment. In 1962 we were commissioning Steam Reforming Plant to make Hydrogen for the Ammonia Plants, this would replace the coke-ovens at Billingham. 1963 Spring, a group of boffins visited and one asked the Section Manager, What are you doing with the CO₂? Oh we end it down to Drykold, What are you doing the CO₂? I've just told you, The Boffin replied You're letting it into the atmosphere, There are too many people and not enough plants. Now that Boffin had done his mass-balance with a slide rule, not a computer. My children grew up thinking they would not drive a car! But they did because the politicians back then didn't grasp that nettle and this shower will not either!

The tunnel mentioned on the next page, would allow Hartlepool and Redcar Banks to connect

and Traffic from Wilton to Seal Sands and vice versa to cut journey times, and a tramway would make travel communications easier for people. This is from the "Luddite" (Non internet savvy pensioner).

They cover the 3 main areas which are important for a strong local economy which seeks to improve links whilst being conscious of the impact on the local environment.

Objectives need breaking down into time framed targets and quantifying otherwise they mean nothing.

there is an emphasis on cycling but unless it is made much safer it will not increase to the level it needs to achieve

Cycling should be removed from pavements and not interfere with pedestrians. This should be done by infrastructure improvement and penalty enforcement.

Questionnaire comments regarding which three transport improvements would make the biggest difference to your life

Improvements relating to buses
Bus services drastically need improving in Hartlepool, particularly on evenings and Sundays where there is little or nothing in some areas
More frequent buses
7 day a week bus services
Integrated bus service across the Tees Valley
Reliable and accessible rural bus services
Bus service to Wynyard from Sedgfield and Middlesbrough
Bus service for Wynyard
Deliver and maintain a frequent, high-quality, reliable and integrated bus network.
Evening bus services in Hartlepool
Buses running from earlier on a morning to much later in the evenings and more frequently on weekends.
Quick buses from Loftus to Middlesbrough
Stop diverting bus services in the town centres (M'bro, Stockton) when various events take place. There are plenty of other areas could be used.
Have a bus service
Reliability & punctuality of bus services between Yarm & Stockton
bus services
Remove Arriva's monopoly on the bus service.
Deliver and maintain a frequent, high-quality, reliable and integrated bus network
Franchised bus service. Stagecoach cut services and routes every few months, something needs to be done to stop them.
Fit for purpose bus network
First come first serve on buses
more bus links
More intricate bus routes
More frequent buses
More direct bus routes (e.g. Nunthorpe/Marton to Colby/ Acklam)
If there was a bus service

Regular busses
Bus availability
Bus
Regular scheduled bus service
More buses
Proper accessible bus service for all
Regular bus service from the village
Regular bus
Reinstating a regular, reliable bus service.
A regular bus service
Bus
A regular bus service with a proper timetable
A proper bus service
Regular bus service
Bus service in Stillington
Bus service Stillington
Have a proper bus service at Stillington
Bus service
Good bus service
Bus services
Buses
Good bus links
Bus services for rural areas
Dial a ride accessible bus, and more wheelchair accessible taxis
Regular and reliable Bus service - Stillington to Stockton and surrounding villages.
Currently no bus service in my area which is ridiculous.
Bus service
More frequent and reliable bus network
Improvements to the bus network
more transport hubs (Darlington bus station for example)

BUS, COACH AND TAXI station in Darlington. COMPLETE vehicle free town centre.
Having a permanent bus service
More frequent bus service
Better bus service
A better bus service in our village
more buses
Bus routes to villages like Sadberge
Improved bus service
Improved bus service
More reliable bus service
More regular buses & run on Sundays and Bank Holidays
Bus route north Tees is night and day
A bus
More regular buses
Bus service
Better information on bus stops
Improved bus routes
Reliable bus route via my postcode
Improved bus service
Frequent local bus routes
Better buses
Less congestion on roads when travelling by bus
Direct bus link between Saltburn and Guisborough
Improved Bus Service
A bus service that covers all of Flatts Lane
Better bus connections to Ingleby Barwick (I think that Arriva is a poor quality service the majority of the time in contrast with Stagecoach for whom I never have any complaints)
Better bus service
More buses
A bus station in Darlington town centre.

Improved bus/coach services, wholly owned by the public, with facilities to carry cycles
Creation of Transport for Teesside bring bus, rail within Teesside into public ownership with oyster style system and integrated affordable ticketing options
It currently takes 1 hour for a bus from Yarm to Middlesbrough. This appalling and could be rectified immediately. Can the plan for bus services include some rapid non-stop services between major towns and hubs. Why are there no bus services from Teesside to Darlington train station? Surely the plan should be to have interconnecting transport links.
Better bus service
More buses to get people to work where there are no buses ie industrial estates evenings and sundays and late buses home
Better buses
Improve bus services between centre of Middlesbrough and North Yorkshire villages
Better late evening bus connections between Guisborough and Middlesbrough
Improved evening bus services
Complete transformation of local bus services - getting competition in areas where there is currently a monopoly.
Bus availability and frequency
More regular buses
Bus services being better - there isn't a bus available at all from where I live to anywhere
Improve number and frequency of routes into Teesside International Airport , business and holidays
A bus service from Brotton to ASDA Skelton
Direct and Quicker Bus Service between Middlesbrough and Allens West Roundabout via Stockton
What about connectability of transport no bus services between Yarm and Darlington. Why not?
Better bus service with later connections
Bus on request
Direct buses to the Yarm Road area where the big employers are based (Magnet, Cleveland B, EE, Cummins) without having to change in town.
Remove Arriva's monopoly on the bus service.
More services, more routes on bus network - we've lost so many in recent years, the public must take control. They have no concept of customer service, it's all about saving money.
more frequent buses
BUS
more reliable bus times
Enhanced bus routes

Improved bus services for East Cleveland
Buses to run later
Faster busses
Earlier and later busses
Supply a regular bus people can use for commuting
Direct and Quicker Bus Service between Stockton and Allens West Roundabout via Hartburn and Durham Lane.
Buses
Longer running bus
More busses in the village
To have a couple of buses run on a Sunday
Regular buses between 7 and 10
Bus
Variety of bus times
Frequency of buses
Make sure the bus goes to Teesside park
Bus service
Buses
Some kind of bus network which turns up on time and links things like train stations and major places
Night buses
Regular and reliable bus service from Stillington to Stockton and vice versa. I don't drive so I'm basically stranded 24/7 as taxis are too expensive.
Improved bus services.
Improve bus travel, cost and quality
More buses
Improved bus frequency and routes
Frequent bus network
Later bus services from Middlesbrough & Hartlepool
More information given in bus station
Better bus timetables and routes
More frequent bus services

Better bus routes from Hartburn
More evening bus services to underserved areas
More buses travelling to train station.
Improved and free bus service
Reinstating the x8 bus service from Middlesbrough
Improvements to bus network (availability of services and fares)
Increase stations for passenger use
Middlesbrough Station
Early evening buses
More frequent bus connections between Guisborough and Redcar
Improve local bus services to local villages
Direct bus services from Saltburn to places such as JCH & Guisborough
81 bus service - Marske and Redcar to Guisborough and Stokesley. More than once an hour.
A bus station in Stockton, so that the buses can be routed away from the High Street.
Stockton bus station
Reliable bus service
Improved early morning and evening bus services.
buses to Middlesbrough colleges that stop in Nunthorpe instead of only Ormesby
Remove buses off residential streets and put them only on main roads.
Reliability. Stagecoach's fleet is very old. I've suffered more than a dozen breakdowns in the last two months. More investment is needed.
More bus networks.
Bus passes
More rural bus routes
Having a bus service of some sort
Buses
To have a reliable bus service
Bus needs sorting
Frequency of bus
Bus service
Buses

Being able to reach all of Darlington and other town centres by car, and have accessible blue badge parking that does not require use of fingers at barriers or machines or typing registration numbers. or credit card details, or getting a wheelchair out in to the path of speeding buses in Priestgate.
To be valued by the council as much as those who live in the towns and provided with a link to world outside of the village I live. By not having a bus I have to do all my shopping online which I would have otherwise done on Stockton high street. I am not an isolated case and our exclusion will impact the health of the high street.
Deliver & maintain bus services
School buses to reduce parents driving children to school (where feasible)
Please bring bus routes back in use
Reliable & integrated bus network
Frequency of buses into evening
Replacement of all stage-carriage buses with ones featuring separate entrance and exit doors, in line with London and the rest of the civilised world beyond the Channel
better bus routes

Improvements relating to rail
Rail Routes
More frequent train services to Major cities - Newcastle, Leeds, Manchester, Liverpool Birmingham
Train stop at The Riverside Stadium
Darlington railway station improvement
Direct rail links to London
Extension of TPE services to Saltburn
Accessible train station in Billingham
Improved rail services - quality of stock, frequency and reliability
More trains
Improved rail links
Improve rail links
Eaglescliffe station being a TransPennine stop

Improved rail
Restoring east-west rail networks across the Pennines
Improvements to rail speeds, frequency and offerings of direct destinations
Middlesbrough Railway station upgrade and a direct link to London
Improved passenger rail links
Middlesbrough train station upgrade
Your plan does not mention the existing rail link to London from Eaglescliffe. Was this forgotten!? Is there an intention to neglect this rail link in favour of promoting a Middlesbrough-London line. There is a danger that a new Middlesbrough-London would take passengers from the existing Eaglescliffe service to its detriment.
Better rail network
Better trains
Reopen Loftus railway station
A new rail link close to Guisborough
Rail links
Reliable local rail services
Much better local rail services
Better rail links
Better rail links
Better access to rail services
Improved rail services
Gauge clearance W12 of Eaglescliffe-Northallerton rail line, to improve asset utilisation, reduce cost and release capacity at Darlington
Sunday Service improvements - Train from Redcar Central to Allens West between 9.00 and 10.00
better rail connections
reliable rail services
Increased speed and capacity on the TPE
Improved rail links
Improve passenger rail links within Tees Valley and with the rest of the country.
Better and more rail connections including tramways

Rail network
Remove Northern Rail
Rail link from Guisborough
Ban on overnight trains on Whitby line after 10pm
Earlier morning (pre 5:30) train from Saltburn allowing commuting to and from Leeds and Newcastle. Along with later evening return to Saltburn. Train leaving Darlington after 10:30
Electrification of the Middlesbrough to Northallerton line
Reduced rail journey times
Train and rail links
Improved rail services for East Cleveland
More train stations
More frequent Trains
More railway stations (i.e. Guisborough, Ingleby Barwick, Loftus)
Improve passenger rail links within tees valley
Rail travel
Expanded passenger rail
Expanded Rail connections
Improved rail links
Open local train station
Earlier Rail Services from Saltburn and Redcar to Darlington on a Sunday (between 9am and 10.30).
Rail improvements Northallerton to Teesport to allow larger freight services to operate taking HGV off the road.
Railway
Rail
More rail stations / halts within suburban areas
Rail
Rail transport improvements
improve the connectivity and reliability of trains particularly towards the east coast main line
Improved local trains (stock and reliability of service) for commuting and freight
Increase capacity and frequency of rail services
Sack Northern from the rail franchise

Efficient trains operating
Improved rail links to visit other parts of the county
Better train options
New Trains
Improve rail links and make more cost effective
Reliable trains
Later rail services from Middlesbrough
Better rail service
Local train station
Train service to London
Better train links to west
Not building DNLR route A
Improved rail links to Manchester and London
Cleaner trains
Rail Park & Ride for Saltburn
Better rail services for JCUH
Rail and Bus routes being available
Increase frequency of trains and extend hours to midnight
Later train services to Middlesbrough
electrification of rail
Easier ticketing options for rail travel
Better rail services
Development of Darlington station
Introduction of Northern Connect Middlesbrough-Stockton-Durham-Newcastle train services (the "paths" for them already exist)
Better local rail network.
More Trains
Reliable and cheaper train service
Direct rail service from Saltburn to Newcastle/Sunderland
More local rail services
More consistent rail travel pricing to destinations outside the region

More freight on to the railway network
Improve passenger rail links within Tees Valley and the rest of the country
Better bus links, included integrated ticketing and times with rail
Rail connection to London from Middlesbrough
Better rail services to nearby towns / cities e.g. more frequent connections to Newcastle & Leeds
More capacity on bus and rail
More frequent train service
Darlington rail station improved service and facilities
Improvement to rail infrastructure
Connections to inter-city train services from Middlesbrough
Direct rail to London
A metro style rail network
Access from Loftus to Darlington - it takes up to 2 hours to get to Darlington train by public transport
Improve rail station passenger facilities.
TransPennine trains calling at Eaglescliffe
Less polluting old trains
Trams (also light rail, or guided bus network) - a clean, modern and aspirational travel method
Ban on trains waiting at Nunthorpe for signals overnight with engine running for hours on end
Middlesbrough station improvements to reduce knock on delays from late running trains
Better rail links
Improved rail freight accessibility and connectivity
Stop trains at Teesside airport
More frequent trains
More freight by Rail not road
Improve rail station facilities
Rail links
Remove freight off the roads and onto Rail as far as reasonable practical
Regular train service
Train times later at night
Good train links

Improved facilities at train stations
Be able to get on and off trains without worrying that assistance and ramps will be available, or a vacant wheelchair space
Better rail links
Train service
Offer later train services to midnight to enable evening concert and shows to be accessible to all
Retire pacer trains once and for all
improved local train services
Increased rail service frequency and reliability
Easier access to the train station
Rail improvements
Cleaner regular trains
Regular trains
More local rail links to national lines
Improved train connections to Middlesbrough
Tram train bus public transport system
Improve passenger rail links
Get rid of 3rd world ancient sprinter trains
Re-instate light railway
Rail & bus travel
More frequent rail/metro type services across the Tees Valley and to other areas of the North East
Introduction of Inter-City style train services, hourly each way, along the Durham Coast line, calling at Sunderland, Hartlepool and Stockton en route to and from York and the rest of the country
Improved facilities at Darlington train station.
Improved Rail Links
Further destinations for direct trains from Middlesbrough station (no changing at Darlington)
Quality trains /Vehicles
regular trains from Middlesbrough to London
Better rail links around the area (more carriages / services).
Relay old railway line from Guisborough to NZ557146 Map 93. Dual track into Middlesbrough with various stops especially James Cook Hospital

increased frequency of rail service
A working rail station at Teesside Airport
Both platforms reopened at Hartlepool Station
Increased security staff presence to make passengers and staff feel more safe both at stations and on transport, rail in particular. ? ban alcohol on trains perhaps.
Improved station facilities Middlesbrough and Redcar
Electrification
Stockton station major improvement
Earlier services on branch lines
Improved rail services to and from Yarm
More trains using the Whitby - Middlesbrough line.
Direct Rail to Kings Cross
Upgraded trains, with better & more frequent onward bus links to destinations without a rail link
Reliable and cheaper trains
A later evening passenger rail service between Newcastle and Darlington than is currently available.
Ensure that existing rail networks are able to cope with future growth in freight demands
Building/retrofitting for Teesside metro or tram system connecting all major urban population in Teesside and connections to Teesside airport via PT and rail connections to other major hubs. Darlington should not be the main focus, we need connections directly into heart of Teesside Urban area.
Improve passenger rail links
Improve rail services from Middlesbrough to London
More trains in south Middlesbrough
Hydrogen powered trains
More train stations
Renovation of local and regional rail infrastructure including electrification
Sorting out the rail link Darlington to Saltburn is ideal start but needs better trains and more frequent
Better Trains and Stations
Local train service improved
New rail carriages to make the rail network more pleasant to use.

Provision of a W12 gauge cleared route across the Pennines to connect Tees with Manchester; this would enable modal shift from road to rail. There is current demand for this capability
Tees Valley Light Rail
comfort on railways
More direct and reliable trains from Saltburn to Newcastle
A decent local rail service
Better rail facilities
trains
WiFi /power sockets on trains
A rail system running throughout Teesside / Tees Valley
better train station toilets
Better Rail facilities at Thornaby
Greater rail links. Particularly with use of barely used rural lines
Improved rail network journeys and routes
Train
Reliable train network, preferably no more Northern Rail
More late night train services to/from M'boro and Darlington
Improve train links cost and quality
more capacity on trains
Better facilities at both the rail and train station
More trains to more places
Trains that run later than 2230 hours. If I want to see a show in Newcastle I have to travel by car because the trains stop too early.
Speed of Hartlepool to Newcastle rail travel
Improved rail links
More regular trains from to Stockton
railway line
Upgraded rail transport
More reliable trains
Build new train and tram links between Saltburn and Whitby
Relocate station at Teesside airport to allow airport access by rail

Reopening the Picton to Battersby junction so we don't have to come into Middlesbrough to change trains for JCUH or give back the Friarage so we don't need to come to Tees Valley
Faster rail links
Better rail service
Better Train Links
Teesside reputation would be elevated if we have the first Hydrogen Train running on the original Darlington to Stockton rail line by the 200th anniversary.
Improve rail links and rail infrastructure
faster rate of travel of local rail system

Improvements relating to roads

A safe, resilient and reliable road network
Safer routes. I used to run using routes under the A174 but I do not feel safe using them
Access to Billingham station
Darlington Bypass
Improved road network
Access to the A1 northbound at Blackwell, junction 57.
New road bridge over Tees
Address specific congestion pinch points on the major and local road networks.
Address specific congestion pinch points on the major and local road networks
Fix pot holes
Resolve pinch points on Darlington roads, Whinfield and Cockerton in particular
addressing pinch points on commuter routes
Fix the existing roads - shabby condition everywhere but especially in Darlington
Remove dual lanes at some traffic lights to stop people racing which burns more fuel i.e. where the new shop is on Yarm Road

Greystones Roundabout
A crossing over/under the Tees much further to the East than the A19
Improvement to road infrastructure
A19 Tees Crossing improvement.
Stockton western by pass
A19 fly over
less congestion
Link road A 66 to A1 M Darlington North East
Removing the dangerous traffic lights in the centre of Ingleby Barwick
addressing congestion points
Many many fewer private cars meaning less pollution and noise. Outlaw verge/pavement parking. Build no new roads.
Greystones Roundabout improvements
reduced traffic issues on the road
Need a new Tees crossing preferably from the A1053 to A1185 (similar to the Mersey Gateway Bridge) to provide better access to/from East Cleveland
Road safety and speeding being addressed
Reduction of congestion at peak times
Roads
address congestion pinch points
Improve existing pinch points faster than current time line
Improved road network with less roadworks
Less road traffic
Traffic congestion measures in Eaglescliffe and Yarm
Less congestion on the A19 from Hartlepool to Thornaby
Reduce the size of vehicles carrying freight by road
A19 Fly over
Reduce congestion especially on A19 flyover and Interchanges
dual carriageway link road to A1 north from Stockton
Upgrades to roads for travelling via A689 and A19.
A19/a66 interchange

A66 to A1 bypass North Darlington
A66 dual carriageway from AI to Sadberge
North east Darlington bypass
Widen A19 between A689 & A1027
Northern relief road Darlington
Ease congestion on roads
Capacity on A66 and A19 (widening and improvements) also use of technology to manage route (VMS and CCTV)
More rapid chargers for EV's
More road links - improvements
Address congestion & local road network
Bridge over the tees linking Redcar and Hartlepool
Better roads
Reduced Road Congestion on the A66 around Darlington at peak times
Finish the dualing of the northern exit from Ingleby Barwick to Stockton
Targeted reduction in road congestion hotspots
More investment into reducing congestion on A19.
Provide a Tunnel at river entrance map reference NZ 556274 to NZ537282. Ordnance Survey Map 93.
Addressing traffic congestion
Additional tees crossing
A new eastern tees crossing.
Road Networks
Road improvements expansion
New road from Ladgate Lane to Longlands roundabout adjacent to Ormesby beck with access to James Cook Hospital
Trunk Road improvements
Safer cycle routes not sharing roads
No new roads to be build encourage less car journeys
Address specific congestion pinch points on the major and local road networks
replacing faded road markings
Resurfacing the appalling roads in the county
A66 junction with Eston Road

A new Billingham East link road from the Seal Sands (A1185) road to the Cowpen Lane Ind Est area. Taking large lorries out of Billingham. no pot holes in roads that damage cars etc.
Remove cars from Albert Road as used to be the case when it was two lanes. It was narrowed to a single lane and cars allowed back in!! improve the state of the roads in the village
A66/Eston Road Traffic lights
Replace old worn road signs
resilient and reliable road network
Road
Roads
Road improvements
Improved road systems around new housing developments in Eaglescliffe greater air links with the UK and abroad
Actually encourage people to cycle to work - there should be a cycle path running along the A174 at least to Wilton. Think about cycling for commuters, not as a recreational activity. That means getting efficiently from A to B, not crossing back and forth over roads, waiting for ped crossings etc.
Better road surfaces
A road to the A1 that means Sadberge is no longer a drive through village for commuters
Road signs showing towns NOT areas. (Show Middlesbrough, NOT Teesside)
Less HGVs on road use rail
Road network
Better roads
Maintain road network
Build an interchange onto the A19 from the Seamer Road and link this to the southern exit from Ingleby Barwick. This would make a Hugh difference for both local traffic and long distance traffic that uses Leven Bank Rd and the a67
tackle road congestion
Addressing specific congestion pinch pint
Reduced car traffic
New Tees crossing to remove A19 bottle neck.
Darlington Bypass
Better parking

A new eastern tees crossing.
A19 upgrade
Dual A174 from Redcar to Quarry Lane Roundabout near Saltburn
Stop cars parking all over near schools
Improvements to the a689 roundabouts at Wynyard
Reliable services and somewhere to leave your car near stations, without having to pay heavy parking fees which distract users
A689 bridges at Wynyard
New route over river Tees to reduce congestion on flyover and newport bridge
reducing frequent congestion points
Make the Darlington to Middlesbrough A66 safer
Having a Seaton-Redcar bridge to reduce the travel distance to Redcar
Address Yarm traffic issues (filters into Yarm school) so delays reduced
A66 Trans Pennine route dualling
Make a19 safer
Traffic on a Morning
Improve A19 flyover (possible use Variable Mandatory Speed Limits) if not more lanes
Trialling autonomous vehicles as part of public transport
Another Tees Crossing
Restrict speed limit to 60mph maximum
Junction 58 A68 into Darlington bottleneck
Total DUAL Carriageway of the A^
Stop Middlesbrough Council installing anymore unnecessary traffic lights
Reduce SPEED limits in built up areas.
Reduce congestion
A19 to A174 (parkway) access.
Address congestion
stricter parking enforcement outside school areas to reduce congestion
A66 Scotch Corner to Penrith
Traffic congestion pinch points
An alternative Tees Crossing

Speed humps around schools
Better communication regarding congestion / accidents on the network.
Effective traffic calming in residential areas.
Reduce volume of vehicular traffic by improving public transport
Better routes around Saltburn & Marske, dual carriageway on Marske bypass routes
Town congestion improvements
Traffic reduction
Improvements from Middlesbrough to south urban areas. Marton, nunthorpe Normanby.
Enforce speed limits
Road improvements/ potholes/ road markings
Improvements to A66 junctions and removal of roundabouts
Use of bridge street Yarm for all day parking and Long stay parking for Yarm
Darlington Bypass
Sufficient disabled parking in public places
A new eastern tees crossing.
Congestion relief on A66 in Middlesbrough
No Darlington link road
More park and go places
A66 upgrade
By pass Yarm
Less congestion
Remove speed bumps and zigzag roads that are dangerous.
stop reallocating road space to cycle lanes making roads ever narrower
New route across tees
Crossing bridge giving north side residents access to amenities on the south side of Wynyard
Improved waiting areas and parking areas to allow users to use alternative transport systems
Stop installing unnecessary traffic lights at roundabouts. They create more pollution
A reliable road network
Cargo Fleet roundabout

Extra Traffic lights on Greystones Roundabout to allow traffic turning left onto the A174 from the A1053 freely during afternoon/evening rush hour (directly to the right so traffic from Eston and the A174 are stopped)

Get at the front of electric car infrastructure

Widening and provision of more parking on Marine Parade, Saltburn.

Wolviston to Portrack A19

more signs to inform speed you are going

Reduction in congestion on the A19

Deliver and maintain a safe, resilient and reliable road network.

Cut down speeding through the village

Introduction of electric vehicles to cut down traffic noise

Mitigation of Yarm traffic problem

road infrastructure improved

Adopt targets to reduce private car use, measured in trips/year and km/year over the next ten years.

Address specific congestion pinch points on the major and local road networks

A66 A19 interchange improvement / extra river crossing

More points for charging electric cars

A19 flyover

Address specific congestion pinch points on the major and local road networks.

Improvements on the road network at the A19 viaduct and the A167 through Darlington to the A1M

ROADS

Stop congestion on Ormesby road cargo fleet lane and Marton road

Remake old damaged roads

Improve A66 Darlington ring road. HE have used road markings to reduce lane width which doesn't help.

Lower Tees crossing

Roads and cycle ways to be repaired and maintained

Maintenance on the roads

Safer roads

address some of the timing of lights esp in and around Darlington new Amazon site,

Reduce the use of cars

Better roads

20mph zone in all off streets
Demolish the A66 through Middlesbrough, widen the A174 & A1053 and direct all heavy traffic that way.
Deliver a reliable road network
Ban heavy freight on all unclassified roads
Safe, resilient and reliable road network
A66
Traffic reduction in Norton
Average SPEED cameras on roads that have continuous speed limits. A66 from Thornaby to Redcar.
Police bad parking and poor driving (lane hogging and people undertaking and cutting in front)
Reducing congestion in key locations
Sensible joined up road planning
Get rid of all the potholes.
another tees crossing for access to industry/port
Improved Roads
Less pot holes in roads
Road improvement
Access and improvements to the A1(M) Motorway
Road improvement
Free parking hospitals and town
Speed cameras on Redcar Lane especially at night
Get traffic off the roads
Better quality road surfaces
More traffic police
Find a way of delivering the long overdue East Middlesbrough bypass to Swans Corner. The Whitby railway line at Marton could be better used and turned into a dual purpose facility as a road with light rail vehicles / trams from Nunthorpe to Middlesbrough. Heavy rail could then run from Nunthorpe to Whitby.
Better flow on the congested A19
Removal of through HGV traffic from centre of Yarm.
New Tees crossing
Better road links

South Tees tunnel linking north and South Gate as an industrial powerhouse
Alleviate congestion on Tees Flyover
maintain the existing road network in an adequate state of repair

Improvements relating to walking and cycling
Safe cycle route in and out of Yarm
Prioritise safe cycling routes, separated from road and pedestrian use
Safe cycle routes
More cycle routes
More and better cycle paths - places to hire a bike
More cycle lanes - many distributor roads/bus corridors are wide enough to provide space for cycling
Safe walking & cycling routes
Improve cycle lanes along Middlesbrough key routes e.g. Acklam Road, Linthorpe Road
Off road cycle routes
Creation of a decent network of segregated roadside cycle lanes to connect users radiating out from key destination points
Integrated Cycle Network
Safe cycle routes in central Middlesbrough
Off road cycle lanes
Better cycleway and cycle network including using roads safely
Cycle paths
Enforceable speed limits and more priority to providing 'continuous' cycle routes as opposed to the too frequent disjointed routes
Protected segregated cycle routes from villages and towns to the major employment and shopping centres. Guisborough has no traffic free links to any other town or village for example.
Adopt and implement world class design standards for walking and cycling infrastructure (c.f. CROW in the Netherlands)
Building of safe, segregated and prioritised walking and cycling routes between all major destinations in and between urban areas
Deliver and maintain safe walking and cycling routes.
Walking & cycling routes alongside, but physically separate from [no more murder strips], our major routes, esp A174 from Redcar Lane to Skelton, and A172 from Loftus to Guisborough and on to Nunthorpe
Safe cycle pathways preferably away from roads (a good example Holland and Belgium)

Improved cycle links between Middlesbrough and Stockton through Thornaby
A realistic and safe cycling network (including places to lock my bike)
Safe & useable foot & cycle paths connecting the towns
I live in Saltburn - it's a small town but there isn't a safe way for kids to cycle to school. See Scotland's Safer Routes to Schools
Improved cycle paths / cyclist right of way
Improved, wider, more direct and segregated cycle and footpaths.
Improved facilities for cycling.
Make walking and cycling within the town the easiest way to travel with priority over cars.
It would be great if an off road cycle path were completed that linked Darlington to Hurworth, possibly following the route of the disused railway line. This would allow access from Darlington to national cycle networks to the south of the town and onwards into the rest of the Tees Valley. If this was built I would think that there would be a strong uptake of the route by local families as well as leisure cyclists.
cycle lane on A171 from Guisborough to Middlesbrough
Better cycle paths
More cycle routes
Better cycle paths
Better pedestrian pavements in and around Yarm area - currently very dangerous to walk on
More safe cycle routes, properly segregated from vehicular traffic.
Better cycling infrastructure
A well-developed, modern 21st century cycling infrastructure in and through Middlesbrough, plus a safe connection to Stockton (at the moment hazardous!!)
Better cycling routes
Comprehensive segregated cycle network
More crossings for safer walking routes to access facilities
Safe cycle infrastructure between Yarm, Stockton and Middlesbrough
Prioritise cyclists at junctions to make cycle commuting faster
Safer cycle routes not sharing roads
Improvements of cycle infrastructure
Access for cycles on the cycle route
Proper cycle awareness training for motorists
more cycle lanes

More and safer cycle routes with secure storage points
Expanded cycle network
Having safe cycle routes
Actually encourage people to cycle to work - there should be a cycle path running along the A174 at least to Wilton. Think about cycling for commuters, not as a recreational activity. That means getting effeciently from A to B, not crossing back and forth over roads, waiting for ped crossings etc.
Maintain existing cycle and footpaths, Clear hedges, improve surfaces.
Delivery and maintenance of safe walking and cycle routes
Improved cycle routes
Upgrades to cycle networks in the area
more dedicated and secure motorcycle parking
Develop dedicated coastal cycle and walking routes to join up entire area
More lighting on walking routes
Enhance castle Eden walkway
Safe walking and cycling routes
safe walking and cycling routes
Protected segregated cycling routes around Towns
safe walking a d cycling routes
Cycling routes
Safer walking routes
Incentives to use greener alternatives including cycling for commuting and schools
More footpaths in rural areas
Cycling routes
Safe roads for cyclists
Footpath maintenance/widening
Safer cycling options
Cycling network
safe walking
Clearer walking and cycling routes
Safer walking routes and crossing points

Safer walking and cycling routes both for communication, and for health & leisure activities
Safe walks
Deliver and maintain safe walking and cycling routes
improved safety on walking and cycling routes
Safe walking routes
Stop wasting money on cycling routes that don't get usef
More direct cycling routes to points of interest such as Teesside park, colleges etc.
Secure bike parking
More facilities for cyclists, like lockups in town centres, not just for bikes but for the gear and equipment needed to ride and carry things.
Opening up more footpath routes especially accessing Durham Lane from Yarm Road via new station footbridge and footpath link from end of Preston Park to Queen Elizabeth Way footpath to join the river at Bowesfield without having to walk around the large meander of the Teesside Way. There are even steps from QE Way ready for a footpath to be added
Safe walking routes
Dedicated cycle only routes
Introduce penalties for 'Jay Walking' placing the responsibility on pedestrians to take care and allow drivers to concentrate on driving.
Cycle lane between Seaton Carew and Port Clarence
improved cycling routes
invest in green travel - bike lanes, electric points, allow electric scooters/segways (copy what they do in Amsterdam basically)
An extensive network of decent dedicated and segregated cycle ways.
Safe cycle routes
Safe, practical and extensive walking and cycling routes
Improved surfaces for walking
Cycle paths on 60mph speed limit roads
Safer walking
Proper cycle paths - not just a white line at the side of a main road
Bike hire facilities at sites around the region, connecting stations with centres and places of employment.
Better pavements
Bike Lanes
Better walking infrastructure
Improved cycle paths

Walking/cycle routes between villages ie Old stillington, stillington, Bishopton, Whitton etc
Improve cycling infrastructure
Designated cycling routes

Improvements relating to Teesside International Airport
Direct flight from Teesside to London
Teesside Airport links
Flights from Teesside
Improve air links from Teesside Airport
improve air links from Teesside Airport
Daily flights to London (ideally Heathrow)
Ditch Tees Valley Airport passenger flights
Improve air links at Teesside Airport
Holiday flights from Tees Valley airport
Access to & flights from Teesside airport
Teesside Airport
Air links Teesside Airport
Better regional air links
London flight link from Teesside airport
Better airport links to major cities
Increased number of routes from Teesside Airport
More flights from Teesside airport
A decent budget airline with Flights from Teesside airport
Continued improvements/ new flights from Teesside Airport
Direct Flight choice in and out of Teesside airport
More routes available from Teesside airport
More flights and upgrades at Teesside airport

Airport links to London
Improve air links from Teesside airport
Get more flight in and out of Teesside Airport
Budget airlines returning to Teesside International Airport.
Teesside Airport
Improve air links from Teesside International Airport.
Improve air links from Teesside International Airport
Teesside Airport air links
Improve air links from Teesside International Airport
More routes from Teesside airport
Local airport providing flights all over the world
More flights from Teesside airport
Teesside Airport
Better airport destinations
Investment in Transport of goods links and destinations ie: Airport and freight terminals
Air links from Teesside airport
Teesside Airport flights to London Heathrow
Varied destinations from Teesside Airport
More flights from Teesside Airport we should have at least 1 flight a day to London
Increased flight offering from Teesside including UK flights ie London
Airport links
More flight options
Improve service from Teesside airport
Improve air link from Teesside airport
Flights for Teesside Airport to Mallorca
More flight options
Increased flight offering from Teesside including UK flights i.e. London
Improve air link
Improve air link
More Flights

Better air links
Flights from Teesside
More flights from Teesside International Airport
Better links to Teesside airport
AIR LINKS
Increased range of budget flights from Teesside Airport
Air links to and from Teesside airport
More destinations from Teesside Airport
Improve air links from Teesside International Airport.
Improve air links from Teesside International Airport
Increased flight options from Teesside airport
BETTER AIR-TRAVEL
More flights from Teesside Airport which are competitively priced
Increased services from Teesside Airport
More flights from Teesside Airport
Teesside Airport
More flights from Teesside airport
Flights from Teesside which have ATOL protection. Flights are being added which is great but they need ATOL!
Continue with expansion and flights from the airport
Better connections at Teesside airport
flights from Darlington to local airports, Newcastle, Manchester, Leeds-Bradford, Glasgow
Able to fly from Teesside
Working with Teesside Airport with destinations in the Med
Restore Teesside Airport
More flights from Teesside airport
More air options from Teesside
Better and cheaper connections and flights from Teesside airport
Improved air links
Transport links to airport
Improved flight network from Teesside Airport.

Improved Air Links

More European destinations from Teesside Airport

Improved air links from Teesside International Airport instead of having to drive outside the area for flights.

Improvements relating to integrated transport

Improved integrated and intelligent ticketing options, e.g. Oyster Cards, Apps

Combined ticketing- TFL style combined Tees Valley travel tickets, e.g. one ticket for bus and rail

More integration of rail and bus services

Integration of bus and rail, why no bus service to Yarm station

Travel zone Oyster card payment system

One card for all transport like the Oyster card

a proper integrated transport system across the whole of the region

Integrated ticketing covering bus & rail combined day tickets

Better, searchable information about routes and journey planning

frequent integrated, clean public transport that provides an alternative to car use

Improved ticketing options, information and transport exchanges

Seamless travel

Through ticketing

Tighter integration of different transport modes in terms of infrastructure and timings in order to improve point to point travel times.

More Integrated Multi-modal Transport Network

Much improved bus services integrated with rail and proper ticketing (as in London!).

Full integration of Bus & Rail systems with unified ticketing and interlocking timetabling - eg like Hamburg

Greater integration of services

Consolidated rail and bus fares (Oyster)

Integrated bus/rail links

Ticketing options (e.g. carnets) for regular train/plane travellers from Teesside to London

Integration of fares across modes and suppliers.

Develop and improve transport interchanges, ticketing options and information.

Need proper integration between cycling and trains

Cross-ticketing for buses, trains etc. across the region, and better synchronisation of timetables / routes.
Smart ticketing e.g. Oyster card that can be used on trains and buses
Ease of use i.e. ticketing
More unity between transport services
Improve transport interchanges
Introduction and/or development of integrated Bus and Rail Interchanges - Middlesbrough, Eaglescliffe, Allens West, Redcar Central, Thornaby
Integrate TVCA and N Yorks Transport Plans
Integrate across the whole of North East
Connect bus & rail timetables
Coordinated public transport
Better value integrated tickets valid on all bus operators (integrated ticketing currently is a vastly inflated price over single operator ticketing)
Better integrated public transport network - make buses take cycles on board as is EU standard
Integrated ticketing and co-ordination

Improvements relating to cost of transport

Cheaper fares
Cheaper fares on buses (I realise this is a difficult ask as it lies with the bus company)
Affordability
Council actually spending money on Normanby
CHEAPER
Lower bus and rail fares.
Reduce costs
cheaper bus tickets
Lower prices
More affordable transport
Make trains and buses affordable
Proper bus service with appropriate fares public can afford
Cheaper train fares, updated stock, and increased capacity for customers - too much standing and congestion!

Cheaper bus fares
Cost of services
Cheaper more frequent buses
Cheaper bus fares
Secure spending on walking and cycling infrastructure of at least £20 per person per year for at least 10 years
even cheaper
cheaper buses
cheaper train tickets
reasonably priced bus services
Cheaper fares
Cheaper rail fares & easier ticket options
Cheaper bus tickets
Cheaper rail fares
Realistic train ticket prices
Affordable rail journeys
cheaper train tickets
Affordable public transport for all
Cheaper train fares
Real reductions in rail fares for all users
Cheaper rail fares
Cross region travel affordability
Better value prices
Costs (It's far cheaper to drive to Newcastle than use public transport as a family, which makes driving more practical)
cheaper transport
even cheaper
free
Reasonable fare prices
Cheaper bus and rail fares
Cheaper trains to Durham
Less expensive rail fares to avoid booking 3 months in advance for ticket

Free travel for over 60s

Make public transport more affordable and accessible

Improvements relating to accessibility

Improved accessibility to remote areas

More access n entry points to the river from Yarm to the barrage

Busses/trains that are disabled/wheelchair friendly

Improved disability access

Improved disabled access to bus and rail services

Improving access for remote communities

More help for people with disabilities

Improved public transport for rural areas

Improve access to disability

Access for those with physical disability

More readily accessible

Wheelchair access

Access to remote villages

accessibility

Better accessibility

more accessible routes

Through local services

Better access to public transport

improve access for those with mental health

Access to Billingham Station for those that cannot climb stairs and increased levels of personal security when there

IMPROVE ACCESS FOR DISADVANTAGED PEOPLE

Access to/from Parkway from Ormesby

New initiatives for the visually impaired to access transport and better training for staff

Regular scheduled access to enable those without cars to access holiday spots, villages, towns etc. much more easily.

full access to those with disabilities throughout region

Help rural community links
More help for rural areas
Support rural areas
Improve transport services for elderly/students and non drivers
Improve accessibility for remote areas

Improvements relating to transport connectivity
Well connected public transport
IMPROVED NETWORK LINKS
Direct links from one place to another to reduce having to travel all day to cover only about 60 miles or similar.
Link from East Cleveland to Hartlepool
Direct routes between towns
Will have transport to and from work every day needed
More transport links
Bus & rail links to isolated rural areas
Transport to our area
Travel
Improving local transport links in town centres
Mass transit across the area
Improved intertown links
Direct & quick links to Darlington
Bus & rail links
Local transport required
Easier travel routes to Hartlepool
A proper "framework" for travel
Frequent and reliable connections from Middlesbrough suburbs to Middlesbrough central station (and onwards to London)
Improved quality and speed of links
Improve east / west communication
More places to travel

Greater public transport links to rural areas
Better Connectivity of East Cleveland into areas of employment
Better links between Saltburn and Guisborough
Make Middlesbrough allow carers with disabled people travel free as in Darlington and Stockton

Improvements relating to new metro transport system
Trams
Having a metro loop to get about Teesside more easily
Tees metro
Tram lines
Tees Valley Tram
Introduction of electric trams
Tees Valley "Metro" style system
Tees Valley Metro

Improvements relating to transport frequency
Frequency of services
Frequency
24 hour services
More frequent services both rail and buses.
Better alternatives to cars for transport - more frequent trains supplemented by buses, at lower fares
More frequently
More evening services
Weekend service
Frequent & on time services
Frequent access to public transport throughout the morning and evening
Regular transport
More frequent public transport

Improvements relating to the environment

lower carbon emissions

Deliver measures to improve local air quality

Minimising the impact of transport on the environment.

Full decarbonisation of the transport system

Minimise the impact of transport on the built and natural environment

Reduction of carbon emissions

Dramatically reduced air pollution (NOx and SOx)

Minimise impact on natural environment

Deliver measures to improve local air quality and reduce carbon emissions.

Minimise the impact of transport on Tees Valley's built and natural environment

cleaner air

Deliver measures to reduce carbon emissions

less carbon emissions

Reduced CO2 emissions

Reduce carbon emissions.

Air quality improvements

help reduce carbon emission

Air quality improvements

Environmental and air quality

Improve Air Quality and reduce carbon emissions

Reduced carbon emissions

Less pollution/congestion, better air quality

Dramatically reduced CO2 emissions (likely involving Carbon Capture & Storage)

Protect the environment for climate change for future generations

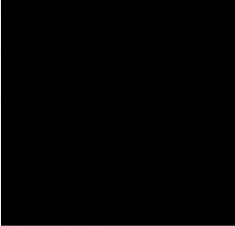
reduce environment impact of transport

Minimise the impact of transport on Tees Valley's natural environment
Local air quality
improve air quality and reduce carbon emissions
reduce carbon emissions
improvement of air quality
better for wildlife
Minimize the impact of transport on Tees Valley's built and natural environment
Improve local air quality.
Environmental
air pollution reduction
Air quality
Minimising the impact of transport on the environment
minimise impact of transport on the environment.
Air quality
Reduce carbon emissions
Improved air quality
Improved air quality
Reduce pollution
Better air quality
Reduce pollution

Miscellaneous comments
21st century thinking and work practices by the establishment
Improve port facilities
Improve consultation on proposals and their implementation
Ferry connection to Europe from Tees Valley
Spacious
Reduce noise and vibration from transport
Ensuring that transport is near the top of the list for any future business or housing developments

For it to make more sense than using my car.
Variety of locations/routes
A transport strategy which creates possibilities
make Teesport a greater economic hub
Encourage more people out of cars and onto bikes, footpaths and public transport. Too many people travel short distances in cars.
Steps to encourage public transport to high street shopping & leisure facilities.
less stops on route
Reduce noise and vibration
Accountability
Better interchanges and ticket information
Improve communication
Update transport hubs
Comfort
Newer transport vehicles
MORE OPTIONS
Clearer information displays and announcements
Reduce freight journey times. Currently Tees - Scunthorpe averages only 25 mph. Reduced journey time will improve asset utilisation, reduce cost and release capacity.
Improved late night public transport
Public transport timetables that link up better and are not being constantly changed.
Cleaner
Make public transport a nice place to be.
Range of different transport
Earlier and later timetables
Rural development
Transport options
Good timing for people to get to work an college
Teesside Park
Cruise ship berths
Retention of National concessionary pass scheme

Help from NYCC NR to improve our transport system to go to TVTA
Supporting employers with tax breaks for employees who work remotely
Competition
Open old East Cleveland stations
Increased availability of secure cycle parking across Darlington
No new housing developments urban expansions & try to badge them as garden villages or communities?
Reliability of both bus and train service
Newer buses and trains on routes from Saltburn
Better Information
Divorce the role of Statutory Harbour Authority from PD Teesport
Increased focus on supporting offshore wind industry in Tees including developing sea freight traffic through the River Tees
Public transport
Public Transport
Incentivising public transport use over car use
Reliability
Better shorter route
Public transport in rural areas
Move freight from road to rail
Faster public transport




Tees Valley Combined Authority
Cavendish House
Prince's Wharf
Thornaby
Stockton-on-Tees
TS17 6QY

Dear Sirs,

I have read the current Tees Valley Combined Authority Draft Bus Implementation Plan with great interest, and would like to offer some suggestions. These are set out on the accompanying 11 pages, and concern matters of detail within the present system, rather than changes to the system itself, important though these may be. My suggestions could be implemented at low or zero cost to the operators, which I hope will help to make them acceptable.

I should add that I have no connection with any transport operator or local authority, but am simply interested in bus operation, from the point of view of a regular bus user.

Yours sincerely,



The suggestions below are restricted to those which could be implemented at little or no cost to the bus operators, with emphasis on areas from which services have been withdrawn in recent years. Most concern Hartlepool although one refers to bus-train connections at Middlesbrough, a subject possibly covered in greater detail by other respondents.

1. Hartlepool Interchange

Hartlepool Council made a move towards integration of bus and railway services in 2010 with the opening of the interchange, adjoining the railway station and just to the east of the former United bus station. This had closed in 1993, after which buses departed from stops in nearby streets. As it turned out, the bus operators were reluctant to use the interchange because of the extra distance, and consequently time and cost; most bus services instead operate directly via the Gateway Bridge and serve the Marina. It is suggested that the bridge area should be regarded as a part of the interchange, with an additional stop and improved provision for passengers changing from one mode of transport to the other.

At present, only northbound buses stop in the Gateway Bridge area; southbound buses do not stop between the Historic Quay on Marina Way and the north side of Middleton Grange Shopping Centre in Victoria Road, a length of about 0.48 mile. This is an excessive distance in a town centre, irrespective of the existence of the railway station at about the mid-point. The main feature of this suggestion is therefore the addition of a stop near the Gateway Bridge for southbound journeys. The road to the south of the bridge is nearest to the railway station but the space is limited and too close to traffic lights, so a more suitable location would be to the north of the bridge, which would have the incidental advantage of serving the fringes of the Marina. A bus lane would be included, involving the narrowing of the central reservation, re-positioning of three lamp standards, and the loss of the grass verge. A footbridge would be provided over the railway lines, with steps and a ramp at its southern end, this link helping to establish the new stop as a part of the interchange. A simpler, but less inclusive, alternative would be a ramp alongside the existing steps just to the south of the Gateway Bridge. Again for reasons of inclusivity, improved access to the stop for northbound journeys would be added, in the form of a footpath along the unused space beneath the railway bridge, rising as it passes through. This would serve pedestrians generally, not just bus passengers. (It is not clear whether the space beneath the bridge is railway land, but if it is and was later required for railway purposes, it could be given up without causing great difficulty.) See the maps on pages 6 and 7 for more details of the whole scheme.

Most northbound buses are not required to observe the existing stop near the Gateway Bridge, but this reflects the fact that there are generally only two trains per hour. On the other hand, railway users, especially those with luggage, can reasonably expect that bus services meet their needs, and the simplest way to achieve this is for all passing buses to stop if required.

The proposed bus lane for southbound buses would be about 90 metres long, the northerly part of this being space for buses to set down and lay over after turning at The

Lanyard roundabout. Buses turning here would omit the stop on the northbound approach and so would use the offside lane after turning out of Victoria Road. (At present no services terminate in this vicinity, but possibilities for such a development are suggested on later pages.) Traffic lights would be included at the southern end of the bus lane to give departing buses priority and enable them to move freely to the offside lane before turning right into Victoria Road. (Similar arrangements exist at three locations on Teesside and appear to work satisfactorily:--

- (i) Middlesbrough, Newport Road, east of Newport roundabout, westbound;
- (ii) Thornaby, Mandale Road, east of Westbury Street, westbound;
- (iii) Stockton, Bridge Road, east of Boathouse Lane, westbound.)

2. Stagecoach Services 3 and 3A, South Fens – Bishop Cuthbert

In September 2018 Stagecoach withdrew the section of Services 3 and 3A between Bishop Cuthbert and King Oswy Drive and diverted the service in the town centre to omit the Marina, so as to reduce the number of buses in service from four to three. It is suggested that the lost facilities can be restored by reconsidering priorities, and that further improvements can be made, all at negligible cost.

Although in recent years sections of several routes where loadings were low have been withdrawn, a notable exception is the half-mile section of Catcote Road from the Fens shops to the South Fens turning circle. Observations show that most journeys on this section carry no passengers, and it could be withdrawn, the time saved being used to restore the route through the Marina. Buses would instead operate an anti-clockwise loop via Kilmarnock Road, Owton Manor Lane, Catcote Road, and Wynyard Road, with a stand at Wynyard Road shops. Alternative facilities for South Fens passengers are Services 6 and 7 in Mowbray Road (up to 12 journeys per hour), and Service 36 at Sapper's Corner (up to four per hour). The latter requires passengers to cross the A689 but there are traffic lights at this point, with pedestrian controls. The odd Service 6 extensions to and from South Fens, mainly on Sundays, would be withdrawn; on Sunday daytimes Services 6 and 7 would be linked as on weekdays, with a much improved service in Mowbray Road. (Possibly the linked service, every 20 minutes, would require only six buses, but if this was thought to be too tightly timed, seven buses would be required, the same as the present arrangement, which uses four buses on Service 6 and three on Service 7.)

The suggested route through the Marina would continue via Brougham Terrace and not the western part of Middleton Road as formerly. The Brougham Terrace route was in force for a time in late 2014 owing to road works, and would bring buses back to Lancaster Road, which was on the route of the frequent Service 7 before the opening of Marina Way. Middleton Road west would be served by Service 1 as now, although it was not during the 2014 diversion. A reversion to part of Chatham Road is also proposed; the service was diverted to Challoner Road in 2013 because of roadworks but the change became permanent, so that the area in the centre of Chatham Road (Wynnstay Gardens etc.) is now unserved. This area is densely populated, and arguably includes more potential passengers than the present longer Challoner Road route. The service would therefore operate via Chatham

Gardens, which had previously been used by buses although not since 2005. The eastern part of Challoner Road would be unserved but there are frequent services in Raby Road nearby. As an incidental improvement in this area it is suggested that the stops at the western end of Challoner Road be moved into Jesmond Gardens, since the western end of Chatham Road is remote from the present stops.

The final change suggested for Services 3 and 3A is a link on weekday daytimes with certain journeys on Service 6 between Bishop Cuthbert and Clavering Estate, via Merlin Way, which in conjunction with the first diversion proposed above would restore the service between Clavering Estate and the Marina for negligible expenditure. The affected Service 6 journeys would be renumbered 6A and operate both ways via Bamburgh Road, leaving Westwood Way and Clavering Road south with the unaffected Service 6 journeys, i.e. four out of six per hour.

Sketch maps and outline timetables for alterations to Services 3 and 3A are shown on page 8.

3. Arriva Service 57A, Hartlepool – Durham

At present Arriva Service 57A operates hourly on weekday daytimes from Victoria Road via the University Hospital of Hartlepool and the Hart by-pass, to the Trimdons and on to Durham. A predecessor service, to Bishop Auckland, operated through Elwick but in 2001 was diverted via Hart, since for safety reasons the right-hand turn on to the A19 for westbound journeys was abolished. For some time after this Stagecoach operated a one-way loop service, Hartlepool – Elwick – Dalton Piercy – Hartlepool, but the present service, to Elwick only, operated by Paul's Travel, operates only six journeys per week. It is suggested that Elwick could be served hourly on weekday daytimes by Arriva Service 57A, with westbound journeys performing a U-turn at The Green, close to the existing bus shelter – see page 9. (The necessary modifications to The Green might not be acceptable, and possibilities for an alternative might need to be considered.) The service would then continue via Worset Lane and the A179, as shown on page 10. Eastbound buses would operate via the A19 and North Lane. It is also suggested that the service would operate in central Hartlepool via Grange Road and West Park, areas that at one time were served by Stagecoach but which have now been without buses for some years, apart from the occasional Paul's Travel journeys. The route would no longer serve the Hartlepool hospital but it appears likely that the proposed new route would attract more passengers. The terminus in Hartlepool would be at the interchange, Gateway Bridge.

The increases in distance would be approximately 2.5 miles westbound and 0.6 mile eastbound, requiring about an extra 7 minutes westbound and 2 minutes eastbound. The time for the round trip would therefore be increased by 9 minutes, with a significant alteration to the timetable. This could involve changes to the timetables of other Arriva services (56, 57 and X12) since together they provide a 10-minutes service between Coxhoe and Durham.

It can be added that when the northern bypass to Elwick is constructed, the westbound route could be shortened, although the U-turn in the village would still be required.

4. Stagecoach Service 36, Hartlepool – Stockton – Middlesbrough

Stagecoach Service 36 formerly ran along Marina Way, turning at the Middleton Road roundabout, but to improve timekeeping it was cut back to Victoria Road in August 2017. Buses operate an anticlockwise loop via Park Road, Stockton Street, Victoria Road and York Road. It is proposed to restore northbound journeys to York Road and Victoria Road, and extend the route to the interchange, Gateway Bridge. It is hoped that the present timings could accommodate this short extension.

5. Stagecoach Services 6 and 7, evenings

From August 2017, Service 6 has operated on weekday evenings between the town centre and Clavering Estate only, half-hourly. The round trip takes 37 minutes, and to make operation possible, spare time on Service 7, operating in the evenings from St. Patrick's Church to the Headland, is used, by splitting northbound journeys at the junction of York Road and Victoria Road: at this point buses change over from 7 to 6 and then back again. This arrangement is highly unsatisfactory for northbound through passengers on Service 7, especially since this service does not observe the stop in Victoria Road just to the east of York Road.

It is suggested that this arrangement is discontinued; the spare time on Service 7, including Sunday evenings, would be used instead to extend the service from St. Patrick's Church to the Fens shops, as shown on page 10. The overall running time for a round journey would be increased from 51 minutes to 57. The proposed loop needs to be clockwise so that in Mowbray Road the direction of travel is the same as for daytime journeys passing from Service 6 to Service 7.

For Service 6 on weekday evenings three alternative suggestions are offered, detailed on page 10. Each of these requires only one bus, operating independently of other services, and would involve turning round at the Burn Valley roundabout to permit picking up at the important stop opposite the library in York Road.

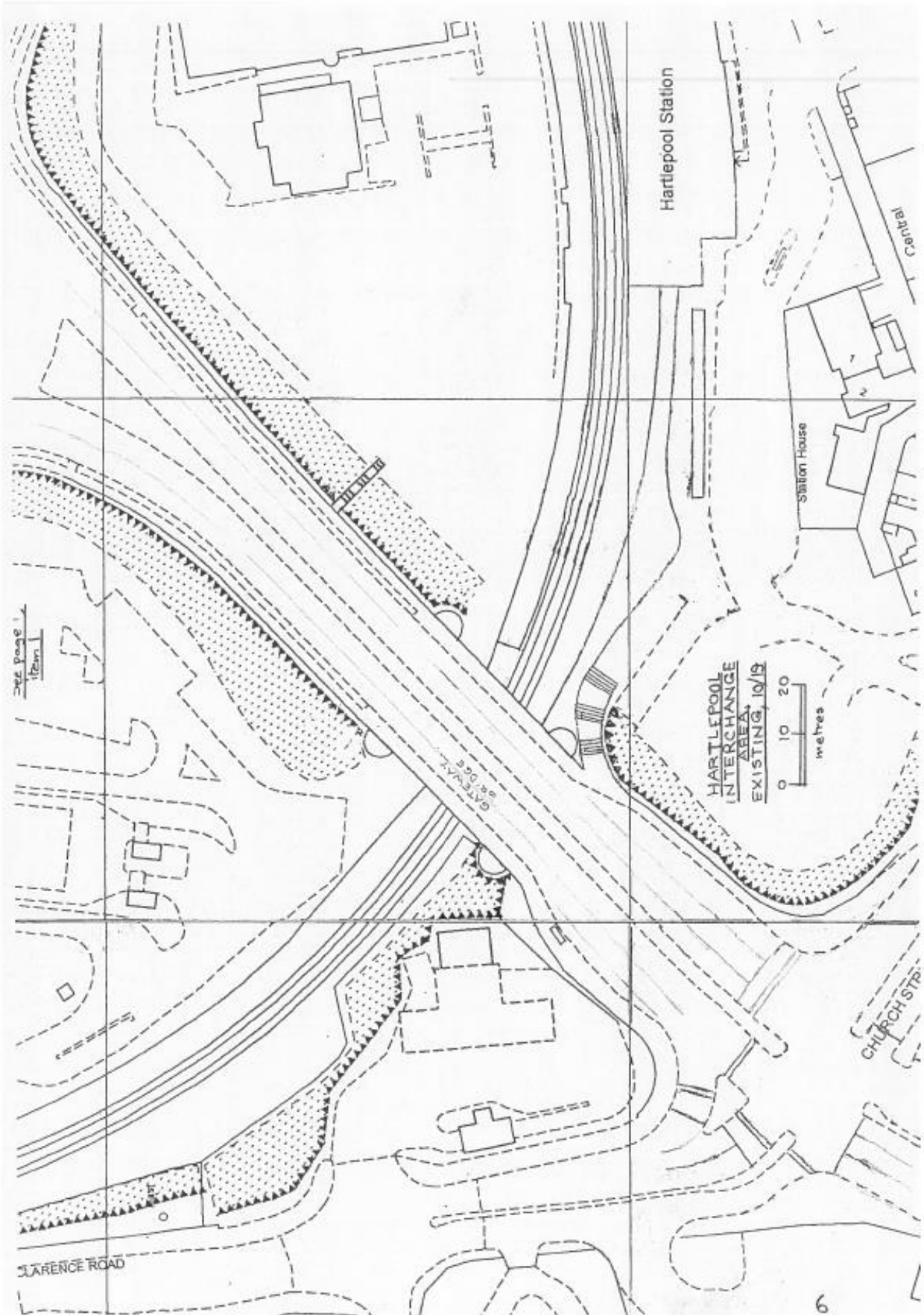
The tidiest arrangement is Alternative 1, although this would terminate at Hart Station and not serve Clavering Estate. Loadings on the section to be omitted are very low, often zero (and probably not enough to justify the loss of through passengers on Service 7). The last two Hart Station journeys in the evening could perhaps continue to and from Clavering Estate, with the intervening interval increased from 30 to 40 minutes. It should be added that on weekday evenings Arriva Service 24 operates hourly on Easington Road close by Clavering Estate, with the last northbound journey leaving the town centre at 10.51 pm. If the withdrawal of the Clavering Estate section is unacceptable, Alternatives 2 and 3 can be considered, although both of these are unsatisfactory in other respects. The timings for Alternative 2 are chosen to be as far as possible away from those of Arriva Service 24, but the timings for Alternative 3 (and also for Alternative 1) could differ from those shown.

6. Stops in Raby Road

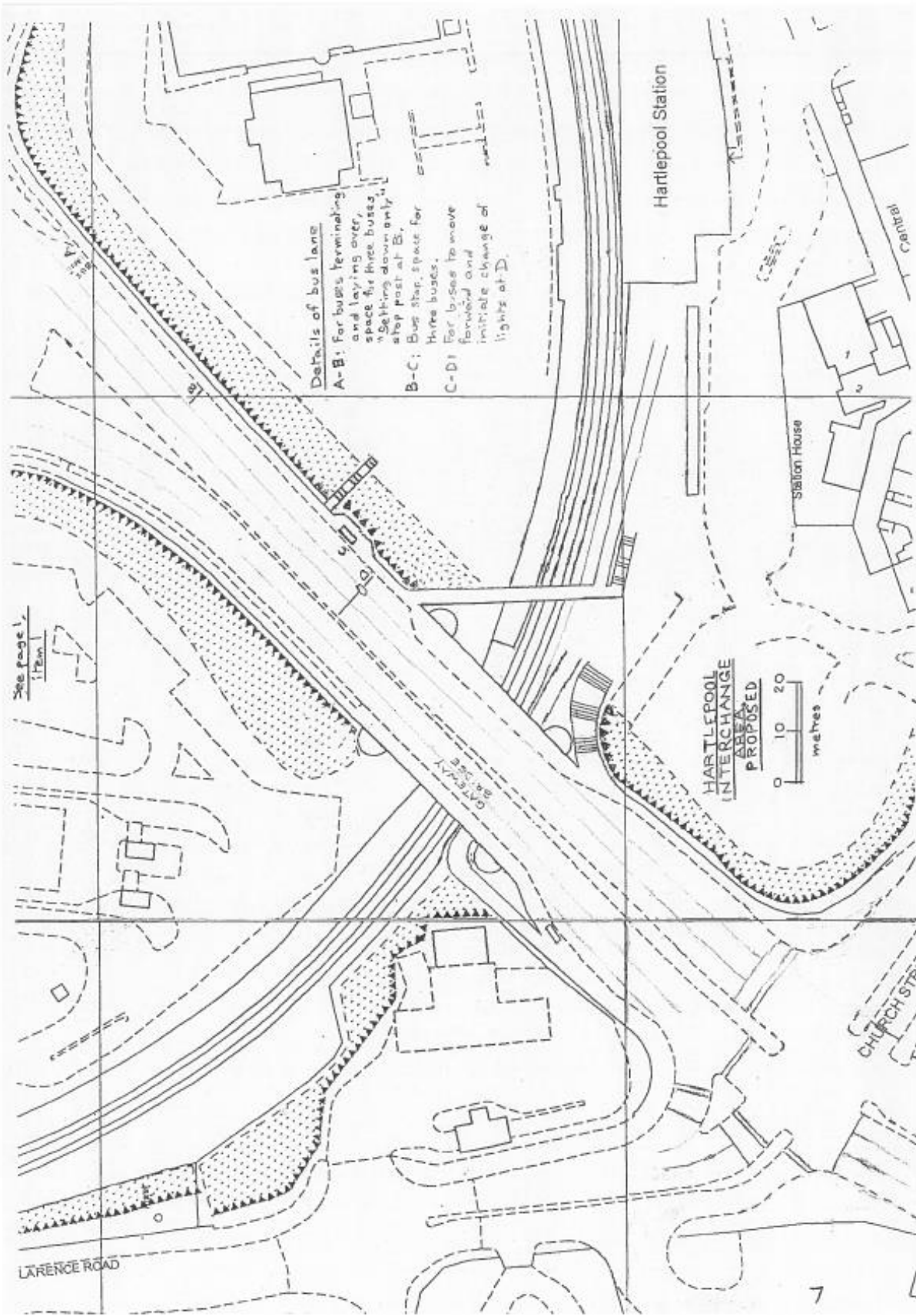
With the present stops in Raby Road, the proposed diversion of Services 3 and 3A via Brougham Terrace, item 2 above, would need to include a stop for westbound buses just before the right turn into Raby Road. However the large number of residents' cars parked in Brougham Terrace at times could make that difficult, and consideration of the Raby Road stops suggests that alterations would be desirable irrespective of the proposed diversion of Services 3 and 3A. The principal factor here is that the distance from the southbound stop at Parton Street to the next stop at Mill House is 0.37 mile, an excessive amount. Additional stops are desirable in both directions, and also the removal of the northbound stop at Hurworth Street, a congested location very close to traffic lights. The diagrams on page 11 summarise the proposals.

7. Middlesbrough railway station

New stops are proposed in both directions in Wilson Street, Middlesbrough, near the railway station but also serving the shops in the Dundas Arcade and the north end of Linthorpe Road. Some services use Wilson Street in the eastbound direction only, but that does not appear to be sufficient reason to exclude a stop. The details of the proposal are shown on page 11.



SEE PAGE 14
FROM

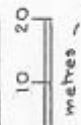


See page 1.
1/25m

Details of bus lane

- A-B: For buses terminating and laying over, space for three buses, getting down only, stop past at B.
- B-C: Bus stop, space for three buses.
- C-D: For buses to move forward and initiate change of lights at D.

HARTLEPOOL
INTERCHANGE
AREA
PROPOSED



LAWRENCE ROAD

Hartlepool Station

Station House

RATTON C

CHURCH STR

See pages 2 and 3, item 2

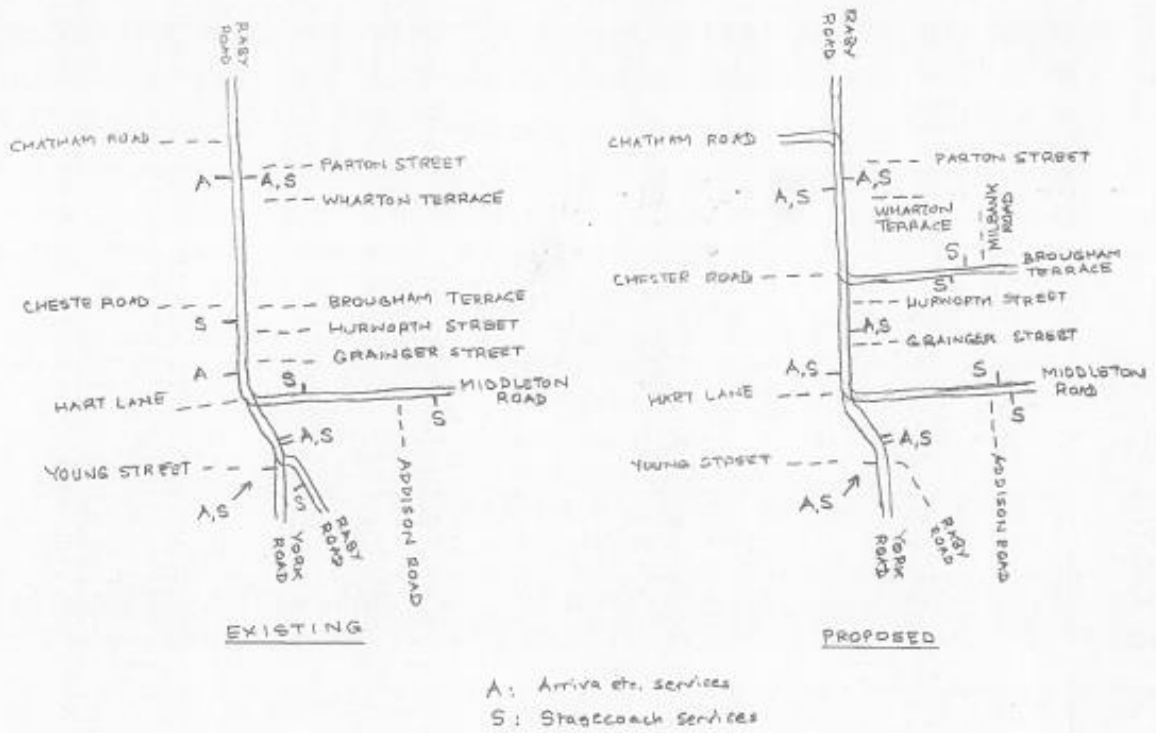


See page 3, item 2

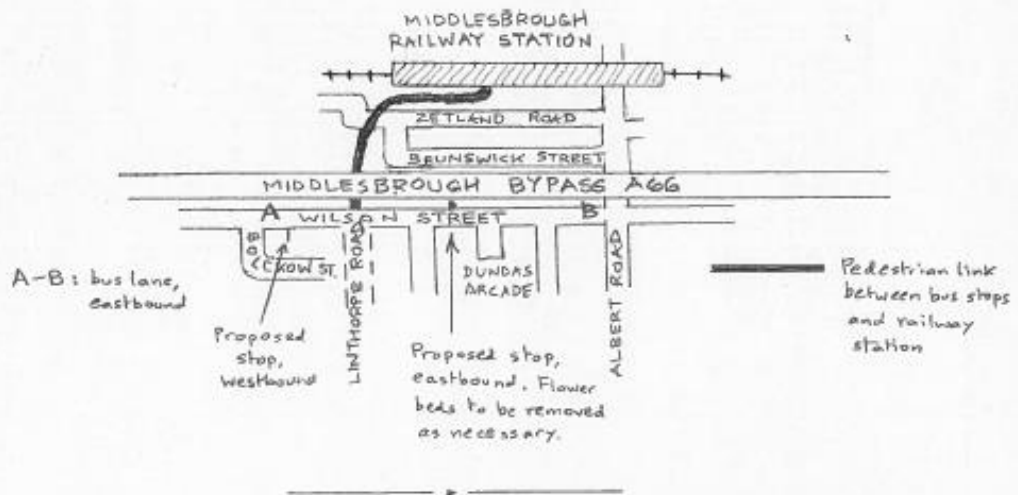
PROPOSED MINUTES PAST EACH HOUR, WEEKDAY DAYTIMES

Service	6	6	6A→3	3A→6A	6	6	6A→3A	3→6A
Owton Manor, St. Patrick's	06	16	26		36	46	56	
...	
Brus Shops	35	45	55		05	15	25	
Westwood Way, Thornbury Close	42	52	-		12	22	-	
Clavering Road, Bamburgh Court	46	56	-		16	26	-	
Bamburgh Road, Lindisfarne Court			03				33	
Bishop Cuthbert, Bluebell Way			07				37	
...			
Interchange, Gateway Bridge			25				55	
...			
Wynyard Road shops			50				20	
...			
Wynyard Road shops				22				52
...			
Interchange, Gateway Bridge				45				15
...			
Bishop Cuthbert, Bluebell Way				04				34
Bamburgh Road, Lindisfarne Court				08				38
Clavering Road, Bamburgh Court	48	58			18	28		
Brus Shops	56	06		16	26	36		46
...
Owton Manor, St. Patrick's	25	35		45	55	05		15

See page 5, item 6



See page 5, item 7



Tees Valley Strategic Plan Consultation: FTA Submission - Oct/Nov 2019

About FTA:

The Freight Transport Association (FTA) is one of Britain's largest trade associations, and uniquely provides a voice for the entirety of the UK's logistics sector. Its role, on behalf of over 17,000 members, is to enhance the safety, efficiency and sustainability of freight movement across the supply chain, regardless of transport mode.

FTA members operate over 200,000 goods vehicles - almost half the UK fleet - and some 1,000,000 liveried vans. In addition, they consign over 90 per cent of the freight moved by rail and over 70 per cent of sea and air freight

FTA is responding to this consultation in the form of a written declaration rather than answering the specific questions laid down in the questionnaire. The Association is neither an employer nor an operator of vehicles within the conurbation outlined in the proposals but does represent the views of our member companies, established through our democratic structure, so it is highly appropriate that a written response is submitted for your consideration.

Background:

Logistics and freight are vital to the Tees Valley economy. Everything that business and people use or consume, is or was a piece of freight. Everyday offices, factories, workshops, work sites, retail outlets, hospitals and schools all must be kept supplied in order to function.

How much freight is moved within the Tees Valley towns and cities? A town with 100,000 population, has an average of 4,500 tonnes of goods delivered every day by HGV. That equates to 187 tonnes picked up/dropped off every hour. As a rough indication, if we look at the total population of Tees Valley c.670,000, this means that there are approximately 30,150 tonnes of goods delivered to the towns and cities of the Tees Valley area every day. It is important to note that these are the goods being moved by HGV alone, this does not include the vans operating and working within our cities

Too often public policy consideration of freight only considers the negative aspects of freight- how do we manage the safety, environmental or congestion implications of goods movements – rather than how do we enable freight to become even more efficient. The FTA is therefore delighted to see that this is not the case, within the draft Tees Valley Strategic Plan.

FTA Submission:

The FTA is fully supportive of the Tees Valley combined authority's draft strategic transport plan and is very impressed with how well freight and logistics has been considered.

The FTA is also fully supportive of the supporting documentation including the freight, rail and road Implementation Plans. We would go on to offer any support or assistance that we can give via our membership or expertise in the future as these plans develop

Looking to 2029, in line with the plan, the key outcomes related to Transport that the FTA would look for are:

- Smooth flowing high capacity road network – through physical enhancements, better management and better use by industry (and other users) via information technology.
- A higher capacity and lower cost rail freight system – via improved infrastructure resulting in greater service provision.
- Continued access to globally competitive air and sea freight services – through sufficient quality ports and airports (principally the major container ports, the UK's hub airport Heathrow and the airports specialising in air cargo flights).

- Increased automation of logistics movements which will both improve our safety record and allow greater flexibility about how and when logistics movement occur – via commercial development of such systems and regulatory change to facilitate and encourage their use.
- De-carbonisation of logistics via alternative fuels and power sources – through deployment of such vehicles accompanied with charging/fuel facilities, including possibly electrification of rail and road networks.
- Logistics movement to be as space and energy efficient as possible through consolidation into the largest possible form of transport – eg coastal/ro-ro shipping, rail freight and load efficient road freight vehicles (both for trunk journeys and urban movements) - through technological advances to make these options more practicable and safe, and infrastructure improvement and adjustments to facilitate them.
- Urban movements in smaller vehicles allowing increased frequency and tailoring of consignments to meet demand - through sufficient availability of land in the right locations within cities.
- An efficient regulatory framework which ensures that logistics policy issues are considered holistically across regulatory bodies, modes and geographies to ensure maximum efficiency.

These outcomes have been considered in the draft plans and we would just re-iterate that they would give the Tees Valley economy, reduced costs, improved international competitiveness, vastly improved road safety, immense reductions in carbon and local air quality emissions and more efficient use of shared transport networks.

If the FTA can be of any assistance, please do get in touch.



Consultation Response from Climate Change Task and Finish Group of Redcar and Cleveland Borough Council

Tees Valley Combined Authority Transport Strategy and Redcar and Cleveland Borough Councils Transport Strategy: Local Implementation Plan

Background

1. Redcar and Cleveland Borough Council's Climate Change Task and Finish Group was set up to review the work of the Council in response to the challenges presented through climate change and identify further opportunities minimise our own impact on global warming and support the development of strong sustainable communities living in a clean and safe environment
2. The Council has undertaken much work in recent years to address the causes and impact of climate change in the borough and beyond, however, there remains much still to do.
3. The Council's corporate plan includes a priority to ensure a 'clean and safe environment' and includes a with a range of activities which are intended to:
 - achieve the transition to 100% clean energy
 - reduce carbon emissions in the Borough
 - minimise our impact on global warming and climate change
 - have a positive impact on the local environment and air quality.
4. In addition to the above, on 28 March 2019, the Council agreed motion which declared a climate emergency and made commitments to:
 - Make the borough carbon neutral by 2030 taking account of production and consumption emissions
 - Seek powers and resources from Government to make 2030 target possible
 - Work with other local and regional Governments (both within the UK and internationally)

Response to Tees Valley Combined Authority and Redcar and Cleveland Council Draft Transport Strategies.

5. We are grateful to officers from both the Tees Valley Combined Authority and Redcar and Cleveland Borough Council for attending our recent meeting to discuss the proposed new strategies and the impact the actions within the strategies will have on climate change and achieving the net zero carbon targets by 2030.
6. Resulting from the discussion, the Task and Finish Group has made several observations set out below which we hope will inform the further development of the two strategies.

Overall aims of the strategies

7. The Group supports the overarching vision for Tees Valley:

'To provide a high-quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley'

8. We also welcome the key strategic objective to deliver environmental protection and enhancement by:

'Addressing the impact of the transport network on the environment and supporting the legislative requirements to reduce carbon emissions and air and noise pollution.'

9. However, we are concerned that this objective does not go far enough and believe that the strategies could be more ambitious, setting out a stronger, more transformative vision for transport in our region and for achieving net zero carbon targets.
10. Currently transport is the sector that contributes the most to carbon emissions across the Tees Valley with 350,000 tonnes of oil equivalent used for transport and 234,500 of which (67%) is from petrol and diesel cars, therefore the scope for reducing the impact is significant.
11. The STP Integrated Sustainability Appraisal states that the plan will likely result in increased transport movements including private cars and freight. We believe that to mitigate this increase there should be more emphasis on sustainable transport and active travel.

Measuring our progress towards net zero carbon transport

12. The Integrated Sustainability Appraisal refers to a climate change strategy and a commitment to reduce emissions across the Tees Valley by 21% by 2020 but the transport strategy does not provide measurable targets for the schemes being proposed, how they will contribute to achieving this commitment, and within what timescales. Consequently, it will be difficult to measure our progress towards becoming carbon neutral by 2030 or to make informed adjustments to the strategy.
13. The national traffic model is used to calculate carbon emissions but this is an estimate. There is a need, across all sectors, to be able to quantify carbon emissions more accurately. Without the ability to track carbon emissions it would be difficult to determine the impact of any of the schemes within the transport strategy. There needs to be accurate baseline figures that Local Authorities can have confidence in that can then be used to determine impact over time.

Comments on specific transport modes

Shipping

14. Teesport receives over 5,000 vessels each year and around 40 million tonnes of cargo. It is estimated that each container ship needs 3mgw power to just stand in the dock,

currently generated by diesel engines. The emissions that are produced could be reduced if ships got their power while in dock from a renewable source. For example, North Sea wind generated electricity delivered through a South Tees Development Corporation Private Wire Network to minimise costs.

Rail

15. The introduction of Trans Pennine trains to Redcar is welcome but the pressure on existing crossing points and increases in congestion is a concern.
16. Access to stations and clear cycle and walking routes need to be a priority and the focus should be on keeping fares down and delivering an integrated bus and train network.
17. Any proposals for park and ride facilities, for example as proposed at Roseberry Parkway, must prioritise bus passengers and have sufficient electric charging points for cars.
18. The move to hydrogen trains is welcome, but should not be an alternative to the electrification of the rail line from Northallerton to Teesport. The electrification should also include the Darlington to Saltburn sections of the line which serve passenger services.
19. It is essential that the work to deliver improved gauge clearance on the Northallerton to Teesport line is prioritised to ensure the shift of freight from road to rail.

Buses

20. The bus proposals appear to focus on frequency. Whilst this is important it is also key that bus journeys are affordable, comfortable and safe.
21. It is essential that bus operators start to introduce vehicles that use alternative low carbon fuel sources. However, cost issues make it less likely that lower carbon emitting vehicles will be adopted in the short term. For example, on the Uber-style demand responsive bus proposals. A commitment to move to low carbon technologies, with clear targets and timescales should be negotiated as part of the new TVCA bus partnership deal.

Road Vehicles

22. The longer-term reduction of emissions from cars and other road vehicles is predicated on the shift from petrol/diesel power to electric. There are very few electric charging points currently available and their installation needs to be given priority.
23. We should ensure that the right infrastructure is provided to increase the use of electric cargo bikes, vans and taxi's. In relation to cargo bikes and vans, their use will expand as the need for local delivery services increases due to the growing popularity of on-line shopping.

Electricity supply issues

24. It is noted that much of the decrease in transport emissions is reliant on the increased use of clean electricity as the main power source. However electric trains, buses and cars will create a significant drain on the electricity loading infrastructure which will require substantial upgrading. This should be recognised within the strategy.

Cycling and Walking

25. It is still difficult to cycle or walk in many areas. Cycling on pavements in the absence of cycle paths can be dangerous, and the even the simplest measures like requiring all bikes to have a bell are not legal requirements. Investment in better routes and safety measures for cyclists and pedestrians must be a priority.

Conclusion

26. The two transport strategies aim to secure social opportunity, economic growth and environmental protection and enhancement. None of these will be delivered if we do not recognise the contribution of our transport infrastructure makes to Green House Gas emissions. The climate emergency is happening now, we are seeing the results in our environment every day and we must do all in our power to stop further damage to our environment. There is a real opportunity in these two strategies to do just that, setting out a strong and transformative vision for transport in our region that will deliver our key aims whilst also ensuring that we secure the net zero carbon future that our children deserve and are entitled to expect.

20 November 2019



The Road Haulage Association

Response of the Road Haulage Association to Tees Valley Combined Authority.

“Draft Strategic Transport Plan”.

12th November 2019

Summary of the Consultation

1. Tees Valley Combined Authority are consulting on their Draft Strategic Transport Plan. This will form the basis of a ten year investment plan for improving transport in the area, with a budget of more than £256M.

Background about the RHA

2. The RHA is the leading trade association representing road haulage and distribution companies, which operate HGVs as profit centres. Our 7,200 members, operating near to 250,000 HGVs out of 10,000 Operating Centres, these range from single-truck firms to those with thousands of vehicles. These companies provide essential services on which the people and businesses of the UK depend.
3. We proactively encourage a spirit of entrepreneurship, compliance, profitability, safety and social responsibility. We do so through a range of advice, representation and services, including training.
4. We would like to thank Tees Valley Combined Authority for the consultation and the opportunity to comment on the issues raised.

General Comments

5. The RHA will confine our consultation response to road haulage related matters.
6. All food, medicine, and other essential commodities are delivered by road freight at some point in it's journey.
7. Logistics is the 5th largest industry in the UK.
8. Logistics employs 2.54 Million people.
9. Logistics contributes £1.24 Billion to the UK economy.
10. Roads are the workplace of our members.



The Road Haulage Association

11. There are many challenges to Road Freight and local authorities must realise the importance of this sector. There are air and sea ports in the Tees Valley area and the planned expansion of these ports, it is critical that infrastructure is made available to cater for the increased demand for Road Freight.
12. The Draft Strategic Transport Plan makes numerous references to freight. However, HGV are only mentioned once, yet the majority of businesses in the Tees Valley area rely on HGV's to move raw materials and finished products to customers.
13. We note that no mention is made about the provision of lorry parking, or HGV rest facilities.
14. The National Survey of Lorry Parking published by Department for Transport in 2018, identifies the North East at an Acceptable level of lorry parking. Between 2010 and 2017 HGV parking utilisation has grown by 10%. If this trend continues, without further provision, in a few years the utilisation level will become Serious.
15. We would encourage local authorities to make the inclusion of Lorry Parking and driver facilities a mandatory condition in the planning of all new road schemes, especially on the SRN, MRN, KRN and Local Authority roads.
16. Facilities should include toilets, hot and cold showers, healthy eating, Wi-Fi and recreational areas. Drivers need proper, safe and secure facilities to take mandatory breaks and rest periods. It is imperative that drivers can have a good night's sleep, fatigue has been identified as a contributory factor in collisions.
17. By providing proper facilities, this will avoid HGV parking in unsuitable locations that may cause friction with local communities. There is a national shortage of 55,000 HGV drivers partially caused by the lack of parking and driver facilities.
18. Where road improvements take place lay-by facilities are needed for drivers to take mandatory breaks. We have seen many lay-by's being removed and not being replaced which leads to drivers having nowhere to stop.
19. Town parking facilities are also required to accommodate HGV waiting to make deliveries to shops and businesses. Drivers may need to take breaks and rest following deliveries.
20. Town centres must be able to accommodate HGV's and make provision for parking bays to load and unload, together with reasonable timing for loading and unloading.
21. We note that light vans are now the fastest growing sector of road freight in the Tees Valley. This is driven by a number of factors, including a national shortage of 55,000 professional HGV drivers.
22. It takes 21 vans to move the same amount of goods One 44 tonne articulated HGV, one HGV occupies less road space and creates less congestion, than 21 vans.
23. With 31% of homes not having access to a car, road freight is an important part of the Tees Valley infrastructure.



The Road Haulage Association

24. The RHA wish to help local authorities understand the challenges and the needs of our members in Tees Valley Combined Authority area.

Final Comments.

25. The Tees Valley, Strategic Economic Plan intends to create 25,000 jobs with associated housing which will require HGV to supply building materials and later to service these households.

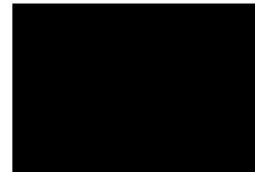
26. The RHA is willing to meet policy and decision makers at any time to enable road freight issues to be resolved.





NORTH EAST JOINT TRANSPORT COMMITTEE

Tom Bryant
Head of Transport
Tees Valley Combined Authority
Cavendish House
Teesdale Business Park
Stockton on Tees
TS17 6QY



18 November 2019

Dear Mr Bryant

North East Joint Transport Committee response to the Tees Valley Combined Authority Draft Strategic Transport Plan

Introduction

The North East Joint Transport Committee (hereinafter referred to as 'the JTC') is grateful for the opportunity to comment by the Tees Valley Combined Authority (hereinafter referred to as 'the TVCA') on the draft Tees Valley Draft Strategic Transport Plan (hereinafter referred to as 'the Draft Plan'). The JTC's area comprises the North East Combined Authority (Durham, Gateshead, South Tyneside and Sunderland Councils) and the North of Tyne Combined Authority (Newcastle, North Tyneside and Northumberland Councils).

We welcome the Draft Plan and the main objectives identified in it, particularly the commitment to deliver economic growth.

Transport links between the TVCA's area and the JTC's area are important because journeys are not all within geographic boundaries and many trips in our locality extend to and from the Tees Valley. We also share similar pan-Northern aspirations for improved West-East connectivity between areas of the North, including road and rail, which are highlighted in the Transport for the North's Strategic Transport Plan, as well as enhanced North and South connectivity via rail. Strategic transport infrastructure improvements in the TVCA area will also benefit our area.

Rail

We therefore support the importance shown in the Draft Plan to the East Coast Main Line (ECML), including the need to address capacity issues at Darlington Rail Station and for investment north of York to allow for the combined demands of Northern Powerhouse Rail, High Speed 2 (HS2), classic rail and freight. We suggest that consideration should also be given in the Draft Plan to the economic impact of the ECML's current unreliability and lack of resilience.

We agree with the potential benefits of HS2 mentioned in the Draft Plan. However we believe that there is an intrinsic link between those benefits being realised and investment in the ECML north of York, in the period before HS2 is built. This will create the capacity for the HS2 trains to use the ECML at an acceptable speed, and will also enable HS2 trains to continue to Scotland.

The Draft Plan recognises the need for good links between Teesport and the ECML so opportunities for North and South rail freight are maximised, and we are supportive of this.

The Draft Plan refers to joint working carried out between the Tees Valley Combined Authority and the North East Combined Authority on the North East Rail Statement, although this should now also refer to the JTC. We also note that the Draft Plan acknowledges that there is likely to be future rail growth in the North of England and that the existing rail network must be able to cater for the expected freight and passenger demand.

We propose that the final Strategic Transport Plan should more detail on the objectives for rail as identified through the 'North East Rail Statement' or any successor work, in order to define a vision for rail covering the whole of North East England.

The JTC fully supports the aspiration identified in the Draft Plan for future development of the Durham Coast Rail Line. We would therefore welcome the opportunity to work with you to produce a viable solution to provide more frequent and faster rail journey times between economic centres in the JTC area and the TVCA.

We would also suggest there could usefully be more reference in the Draft Plan to operational rail services. The TVCA has made a sizeable contribution to the development of collaborative local joint working on rail in the North East, and we would welcome the opportunity to work more closely together on models for rail devolution to enhance both passenger and freight services within the North East Rail Management Unit (NERMU) geography.

Road

The importance of fast and reliable journey times on East-West A66 road journeys is also stated in the draft plan and we are highly supportive of this. In addition, we agree with the recognition given to a safe, resilient and reliable Key Route Network for Tees Valley and a Major Road Network for the Transport for the North area, in view of how this will promote growth across the North. We also welcome the reference to the need for local journeys to interact appropriately with the national road network and congestion and incidents on the Strategic Road Network.

Public transport ticketing

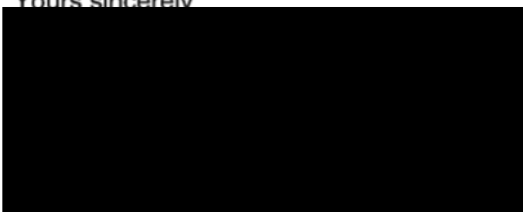
We note the aim of developing and improving public transport ticketing options to help provide a seamless integrated experience for the travelling public. However, we suggest that the North East Smart Travel Initiative (NESTI) on which officers from the JTC and the TVCA (and their constituents and predecessors) have worked so successfully could have greater prominence in the Draft Plan.

Ports

In view of Teesport's regional significance, we would welcome reference to importance of links between the port and the wider North East. From the JTC's point of view, it is important that freight that cannot be handled by ports in the JTC area can instead be moved easily between our area and Teesport.

Thank you once again for the opportunity to comment on the TVCA's Draft Strategic Transport Plan. I hope you find our comments useful.

Yours sincerely



Tees Valley Combined Authority
Cavendish House
Prince's Wharf
Thornaby
Stockton-on-Tees
TS17 6QY

19 November 2019

Tees Valley Combined Authority Draft Strategic Transport Plan Consultation

I set out below the response from [REDACTED] to the consultation on the TVCA Draft Strategic Transport Plan.

We fully support the overarching aim 'To provide a high quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley.' However, whilst the Plan refers to supporting sustainable transport solutions, it does not appear to highlight modal shift as a key element in the strategy.

Whilst recognising the polycentric nature of the Tees Valley, the following statistics suggest that, without the goal of modal shift to sustainable transport for journeys where this is an option, the current levels of congestion will worsen without major, environmentally damaging road building, and this will be very difficult to achieve in key urban areas, especially Middlesbrough and Darlington:

- 1) At present 31% of households in the Tees Valley have no car compared with 25% nationally (and it is significantly lower than this in Middlesbrough). As incomes rise, this percentage will fall.
- 2) The car accounts for 72.6% of all journey to work trips (compared with 62% nationally).
- 3) 22,000 new homes planned to be built between 2016 and 2026.
- 4) 25,000 new jobs to be created.

It is therefore essential that an increased proportion of journeys to work are made by sustainable means. The fact that 87% of working residents work within the Tees Valley suggests that more journeys to work can be made by sustainable means. It is vital that new employment developments include sustainable travel in their plans, and that the authority and bus operators work together to facilitate the necessary links. With 94% of the population living within walking distance of a bus service, achieving a significantly higher journey to work percentage by bus must be deliverable.

Whilst satisfaction with bus services in the Tees Valley is high, at 90%, the Executive Summary notes that satisfaction with bus punctuality is falling, despite action by bus operators to adjust timetables to reflect changing road conditions. This is a direct result of deteriorating congestion and more disruptive roadworks and other highway maintenance (gully clearance, grass cutting, etc).

Whilst the Plan acknowledges that buses are the most well used form of public transport in the Tees Valley, accounting for 83% of public transport journeys, bus services don't appear to be given appropriate prominence. National Rail Services have a dedicated 4 page section, and local rail services have an 11 point plan and taxis and hire cars have a dedicated sub-section. On the other hand, although bus services are mentioned at various points, no bold strategy is highlighted for bus services and they do not have any prominent section.

The plan notes that usage of bus services in the Tees Valley has declined by 13% (driven largely by High Street decline, the growth of internet shopping and out of town retail and leisure developments, slower bus speeds and more dispersed employment sites). Reversing this decline will be an essential element of any plan to meet the overarching aim of the Transport Strategy.

We would therefore argue that the plan needs to highlight bold plans for bus lanes, bus priority at junctions, Intelligent Transport Systems giving buses priority, bus access to new developments, etc., to make the bus a more attractive travel option than the car for appropriate journeys. Given the amount of available road space this will mean in some locations a reduction in available road space for private cars. It is important that bus priority is incorporated in all relevant local road network improvements.

It is perhaps surprising, given the polycentric nature of the Tees Valley, that park and ride is not seen as part of the mix, permitting cross Tees Valley driving options with journeys into centres from park and ride sites.

With reference to the investment priorities, we welcome the commitment to improvements to key corridors on the Tees Valley bus network to improve reliability and journey times. The work of Greener Journeys demonstrates the direct correlation between operating speed and patronage, with a 10% decrease in journey speeds leading to patronage reductions of at least 10%. The average scheduled speed of Arriva services in the Tees Valley has deteriorated by 13% over the last four years. Reversing the decline in operating speeds which operators have seen will encourage more travel by bus, particularly if car drivers can see that this is more convenient for appropriate journeys.

Buses can help to unlock key sites, one of the major investment themes in the Plan, by ensuring that detailed plans facilitate efficient access. We welcome the proposal that there should be integration of sustainable transport improvements within larger infrastructure schemes.

The Draft Transport Strategy does not refer to free car parking in town centres. We would argue that this is at odds with the sixth key theme of delivering social equity and protecting and enhancing the environment. People who are unable to afford a car are unable to take advantage of this, and a high proportion of those people taking advantage of the free car parking in town centres could travel by sustainable means, thereby helping to protect the environment.

The Draft Plan highlights three broad objectives:

- Social Opportunity
- Economic Growth
- Environmental Protection and Enhancement

The bus is key to delivering on all of these.

We fully support the contention that to improve access for people, there is a need to consider the role of buses, cycling and walking as new residential developments are planned, and that ensuring that services can be accessed through these transport modes and reducing the reliance on the car should be a consideration in all future housing estates. There are already too many examples of 'cul-de-sac' estates, which cannot be served efficiently by bus services, and which therefore 'design in' a need for travel by private cars.

The Plan also recognises that travel by bus has health benefits, simply by encouraging walking to the nearest public transport stops. It is therefore important that paths and cycleways to bus stops are convenient and well lit. We would encourage the provision of cycle racks at key stops, especially adjacent to exiting cul-de-sac estates, as one way of facilitating more sustainable travel options.

We agree with the four key areas highlighted for further work in making it more attractive to use sustainable transport options for local journeys:

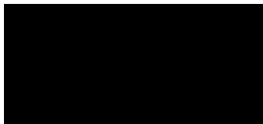
- Improving the provision of accurate, accessible and reliable travel information is vital – bus operators have developed Journey Planning Apps in recent years, and obviously will work with others through open data opportunities.
- Providing convenient and affordable ticket and payment options for an entire journey - bus operators have done much to develop these over recent years (contactless payments on all buses, mobile ticketing, smart ticketing, multi-operator ticketing, etc), and we are keen to work with the Authority on developing these further.
- Providing regular and straightforward connections at all stages of a journey.
- Delivering safe, comfortable and highly functional transport facilities.

However, we would add a fifth, the need for bold bus priority measures to reduce journey times and improve punctuality, as referred to above.

We welcome the commitment of the Authority to working with bus operators on a new partnership agreement. Operators are keen to reciprocate and make quick progress on this, so that we can jointly start to make the improvements referred to above.

We note the reference to behavioural change, which is a very important element in encouraging more sustainable travel options. Operators are keen to support the Authority in its behavioural work under the Let's Go Tees Valley project. We believe that this should start at the youngest age possible, and we believe that the schools programme should include educational and promotional activities to encourage travel by bus.

Yours faithfully,



Submission regarding the Tees Valley Combined Authority Draft
Cycling & Walking Implementation Plan

On Behalf of Darlove!o, Darlington's Cycling Advocacy
organisation



We confine our reply to the contents of section 7, the Action Plan.

- 1) Deliver the Sustainable Access to Employment Programme
*We support this initiative. However, by the time most people start work, they will have been using transport infrastructure for 18 years. Their habits and lifestyle patterns will have been informed by the transport modes used by them, their family and friends.
Incentivising sustainable travel to workplaces will also require dis-incentivising unsustainable travel modes. The work place parking levy is a proven way to both raise capital for reinvestment into sustainable travel infrastructure and services while dis-incentivising private car use.
There is no measurable key performance indicator (KPI) linked with this target other than the spending of £8.3m.*
- 2) Identify further gaps in the existing strategic cycle network and identify priority locations for future investment.
 - i) We note that the timescale for this action ends on Nov 2019. We query why an action ending one month after the draft plan consultation ends is included. Our concern is that this is to make the action plan look more busy than it is.
 - ii) The identification of road types was a first step of Dutch sustainable infrastructure development that, over 50 years, has seen them become the world leader in delivering sustainable, safe, segregated and seductive cycling provision. This action falls far short of such a systemic review of road types as it only looks at key corridors. However, we have to start somewhere.
There is no measurable KPI linked with this target.

- 3) Identify opportunities for improving provision, facilities and place for pedestrians.
 - i) We are a cycling advocacy organisation we offer no comment on this point other than to say, reducing the volume of motorised traffic will make walking safer and more attractive. The highway space liberated can be put to better use.
 - ii) We note that the timescale for this action ends on Nov 2019. We query why an action ending one month after the draft plan constitution ends is included. Our concern is that this is to make the action plan look more busy than it is. There is no measurable KPI linked with this target.
- 4) Increase the provision of cycle parking facilities.
 - i) This action refers to 'key locations' and references schools and workplaces. We contend that a key location for secure and accessible cycle storage is wherever there is a need for a person to leave their cycle. In much the same way that private motorised transport is provided for as a matter of course, so should the needs of people who cycle be met.
 - ii) The 'Ongoing' timescale suggests a lack of focus or urgency. There is no measurable KPI linked with this target.
- 5) Monitor the numbers of cyclists and pedestrians.

If and when landmark cycleways are created on key routes into/out of major population centres, there should be highly visible, illuminated cycle counters. These have been used in cities around the world as a way of highlighting the success of cycling infrastructure in enabling sustainable mode shift. A cycle lane, like a railway line, often looks empty because of its efficiency, just as car lanes often look full. In this instance, the timescale of 'Ongoing' is appropriate. There is no measurable KPI linked with this target.
- 6) Promote sustainable travel choices.
 - i) This action fails to get our support because of the word 'promote'. We view spending on promotion, advertising and encouragement as poor substitutes for enabling mode shift through investment in safe, segregated, systemic and seductive infrastructure. We draw a parallel with tobacco. Regarding the efforts to advertise people out of smoking we saw very low success rates. While relying on promotion to make people give up smoking was the tool chosen by politicians, they were accepting the unnecessary deaths of people because taking effective action was considered 'too hard'.
 - ii) We look at countries where real mode shift has been achieved. These citizens have benefitted from the economic, social and health benefits of political bravery and professional integrity. Doing anything less in the TVCA is failing our citizens. We note that the timescale on this action ends in March 2020, some three months from now. We query why an action with an end date so soon after the draft plan consultation ends is included. Our concern is that this is to make the action plan look more busy than it is.

- 7) Incorporate Active Travel within wider developments
- i) What assessment has the TVCA made of the competencies and training requirements of LA highways departments? Without that kind of assessment, this action cannot have any certainty of success. We see a low level of understanding of the needs of people who cycle when we review plans. Also, when improvements are suggested, that will benefit sustainable travel, these are often discounted if they infringe on the provision for private motorised transport. The hierarchy of the street remains tilted in favour of those who drive.
 - ii) New developments require a travel plan to be submitted as part of the planning application. This document is not regarded as a living document. This needs to change so that the travel plan is reviewed subjectively each year for five years after the development (or section thereof) has finished.
 - a) the travel plan will require a bond to be deposited with the LA
 - b) the developer will pay for an independent assessment of developer to meet the plan's targets
 - c) failure to meet each annual set of targets will see forfeiture of one fifth of the bond
 - d) the developer may opt to hand over and pay for the oversight of the travel plan and its implementation to the LA
 - iii) The top priority of any Active Travel Plan must be to reduce the volume of private motorised transport over time.

- 8) Increase safety for pedestrian and cyclists.
- The Action is laudable, but we lack confidence that the TVCA will achieve this due to the description of the action.
- i) There is currently provision of awareness and training programmes throughout the Tees Valley. Yet vulnerable road users suffer a KSI rate that is too high. The action seeks to continue with a program of events that are already in place but implies that this will change the KSI rate. Clearly the current activity is not working and additional activity is required to make progress in reducing vulnerable road user casualties.
 - ii) There is no measurable KPI linked with this target. We recommend that a vision zero approach be adopted for road transport within the TVCA area. This reassessment of the inevitability of human error will drive a change in design and implementation of transport networks. By planning for human failings we will then design a more forgiving environment. One where a mistake by a person does not lead to death or injury.
 - iii) Fundamental to significantly reducing KSI rates are;
 - a) reduction in volume of private motorised transport
 - b) filtering out through-traffic to produce low-traffic neighbourhoods
 - c) reducing the speed and volume of motor traffic to a level that segregation is not required on residential roads
 - d) where traffic speeds and volumes cannot be reduced, provision of grade segregation of vulnerable road users
 - e) redesign of junctions so that sign lines and turning radii reduce conflicts between motorised and non-motorised transport
- We note that the timescale on this action ends in March 2020, some three months from now. We query why an action with an end date so soon after the draft plan constitution ends is included. Our concern is that this is to make the action plan look more busy than it is.

9) Develop and adopt best practice in the design, implementation and maintenance of the networks.

As in 7)

i) What assessment has the TVCA made of the competencies and training requirements of LA highways departments? Without that kind of assessment, this action cannot have any certainty of success. We see a low level of understanding of the needs of people who cycle when we review plans. Also, when improvements are suggested, that will benefit sustainable travel, these are often discounted if they infringe on the provision for private motorised transport. The hierarchy of the street remains tilted in favour of those who drive.

ii) The identification of road types was a first step of Dutch sustainable infrastructure development that, over 50 years, has seen them become the world leader in delivering sustainable, safe, segregated and seductive cycling provision. We recommend that all roads in the TVCA area be categorised following a similar protocol. As and when existing roads require maintenance, the changes required to raise the standard of provision for active travel users can be installed at the same time, reducing overall costs.

iii) We have concerns that the quality to which cycling infrastructure is installed fall below the standards that would be acceptable in countries where cycling is valued. Cycling routes have been seen to suffer failure due to poor construction standards.

iv) Similarly, we have concerns regarding the upkeep and maintenance of the cycling network. Vegetation overgrowth, potholes and loose surfaces, infrequent sweeping and a complete lack of gritting or ploughing in winter.
There is no measurable KPI linked with this target.

10) Increase availability of bicycles for residents and visitors to the area

We support this action with reservations;

i) Without a high quality cycle network, the increase in the provision of cycles will be of limited success in driving mode shift.

There is no measurable KPI linked with this target.

11) Improve access for those with physical disabilities, learning difficulties and those with sensory impairment.

People can cycle with disabilities. We are not convinced that there is the understanding required to design accessible infrastructure.

i) What assessment has the TVCA made of the competencies and training requirements of LA highways departments? Without that kind of assessment, this action cannot have any certainty of success. When improvements are suggested, that will benefit people who cycle with a disability, these are often discounted if they infringe on the provision for private motorised transport. The hierarchy of the street remains tilted in favour of those who drive.

There is no measurable KPI linked with this target.

12) Reduce the environmental impact of road freight operations

It is disappointing that a Development Plan has "develop a plan" as one of its actions

The capacity of electric assist (EA) cycles is becoming better understood as early adopters and disruptive start ups are developing this sector. The EA cycles will be able to fulfil cargo transport, inter town deliveries and courier work. However, there are barriers to entry that the TVCA can choose to lower if it values low carbon transport.

i) Systemic cycle network that links places of manufacture, town centres and residential areas with goods transfer hub(s).

ii) Requirement that industrial sites provide infrastructure that is EA cycle ready.

iii) Bring in disincentives to motorised delivery options, whether by emission zones or time limited road closures.

iv) TVCA could mandate consideration of the use of EA cycle deliveries as part of the contract evaluation process.

There is no measurable KPI linked with this target.

13) Work with tourism

The tourist opportunity will be best developed when the inter town cycling network can link to an intra town cycling network. The National Cycle network is under developed, under resourced and poorly maintained.

We note the outcome of they action is that the offer improves, not that there is any increase in leisure or tourism activity relating to walking and cycling. We criticise this lack of ambition.

We draw attention to several overarching criticisms.

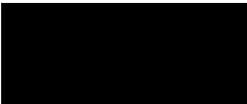
Timescales

Out of 13 actions, there are only four with dates set. One of which is in a matter of weeks and the remaining three in a few months time. This does not give us confidence that TVCA is looking to the long term. An attitude that must change if we are to make the bold, incremental changes that are required as we move away from private motorised transport.

The remaining timescales are all 'ongoing'. This will make it impossible to see if these actions are slipping against a timetable because there is no timetable. We fear this is because there is no driving force behind these actions and no intention to make the urgent change we need.

KPIs

The total lack of KPIs in this Action Plan demonstrates a lack of focus and intention to deliver. How will this Plan be held up to public scrutiny? How will the public judge value for money when there is no way of measuring progress? This Plan is fatally weakened by this omission.



Tees Valley Combined Authority Draft Transport Plan Consultation Submission from Freight on Rail

November 2019

Freight on Rail thanks the Tees Valley Combined Authority (TVCA) for the opportunity to comment on its Draft Strategic Transport Plan and associated Rail and Freight implementation plans:

Definition of Freight on Rail - a partnership of the rail freight industry, the transport trade unions and Campaign for Better Transport, which works to promote the economic, social and environmental benefits of rail freight to local, devolved and central Government.

Summary

We welcome the Tees Valley Draft Strategic Transport Plan and its Rail and Freight Implementation plans which recognise rail freight's key role as part of the logistics supply chain in the region and nationally. We would like to make the following points to endorse and augment what TVCA has stated.

As acknowledged in the TVCA Transport Plan, rail freight is a low-carbon clean safe alternative to Heavy Goods Vehicles (HGVs) which reduces road congestion and road infrastructure damage, which can therefore help TVCA meet its three strategic transport objectives.

In fact, per tonne carried, rail freight produces 76 per cent less than HGVs¹ for the equivalent journey so shift to rail can help reduce carbon emissions in Tees Valley, *one of the most carbon-intense regions in the UK*², as stated in the Strategy.

This Government statement illustrates its support for rail freight:

"shifting freight from road to rail can result in significant CHG emission savings as well as economic and safety co-benefits³

TVCA identifies that, road transport continues to be the main source of some air pollutants and air pollution⁴. Rail freight has lower air pollutants than HGVs. As the FTA states, rail freight offers substantial environmental benefits, compared with carrying the same tonnage by road, producing less than a tenth of the carbon monoxide, around a twentieth of the nitrogen oxide, less than nine per cent of fine particulates and around 10 per cent of the volatile organic compounds. This is true for diesel traction, which provides most rail haulage, while electric trains are even less polluting.

Road and rail complement each other and getting more freight onto rail makes lorries more reliable as well as delivering significant socio-economic benefits. Rail is well placed to offer long-distance consumer services, as well as traditional bulk traffic. Many logistics companies want to use rail as part of their solution for a combination of reasons. These include the serious HGV driver shortage⁶, the good reliability of rail as well as their commitment to sustainability. The latest ORR figures on freight train reliability recorded its highest level in

¹ Network Rail Value of Freight 2013

² Tees Valley Draft Strategic Transport Plan section 2.3 P18

³ DfT Rail Freight Strategy September 2016

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf

⁴ Idib Page 18

⁵ Freight Transport Association Helping rail freight deliver for its customers 2018

<https://fta.co.uk/CMSPages/GetFile.aspx?guid=f34c8695-edc8-4b17-8412-4230bccb89c4&lang=en-GB>

⁶ ORR The Freight Delivery Metric – 26th September 2019 <https://dataportal.orr.gov.uk/statistics/usage/freight-rail-usage-and-performance/>



Direct
Rail Services

GB Railfreight

RFG
Rail Freight Group

RMT

Campaign for
Better Transport

DB

tssa



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the first quarter of 2019/2020 for the past five years showed that 95.3% of trains arrived within 15 minutes of their scheduled arrival time⁷.

Rail freight can help build more homes identified as needed⁸ by TVCA, by supplying building materials in a sustainable way. The Minerals Products Association⁹ estimates that each freight train can carry enough materials to build 30 houses.

1. Demand for rail freight

There is pent-up demand for rail freight services because of the capacity and capability constraints on the rail network. Network Rail has forecast that rail freight could grow by around 30% by 2035 if sufficient capacity were made available¹⁰.

2. Rail network upgrades needed

We welcome the recognition of the need to upgrade the rail freight gauge route from the port to the East Coast Mainline, which entails the gauge clearance between Northallerton and Eaglescliff¹¹ *to facilitate the most efficient movement of containers and ease capacity issues on local roads. As the rail implementation plan states¹² the lack of gauge enhancements is stifling the port and the lack of capacity and capability is a massive issue. The Freight Implementation Plan also makes the case that the gauge upgrades makes consumer freight more viable¹³.*

We agree with TVCA that this project should be *a key early requirement and priority for the Transport Plan¹⁴ as the document estimates that this work will create an additional 4000 direct and indirect jobs at the port.* It is therefore welcome that the scheme is also mentioned in both the Freight Implementation and Rail Implementation Plans.

In our view, this is the first priority as we also agree that the provision of W12 gauge clearance of the line should be viewed *as a precursor to electrification of the route. (See section 11 on electrification)*

We agree that the gauge clearance could be delivered relatively quickly as only three structures need modification. Currently, there are two DB Cargo UK trains a day from Teesport to Mossend and two GB Railfreight services to I-port Doncaster and there is considerable potential to grow port-related rail freight traffic. For example, Asda and Taylors of Harrogate have depots within the port which can access the rail facilities without having to go on public roads, which reduces the costs of transhipment between the two modes considerably.

It should be noted that the gauge upgrades to W10 on the Southampton route in 2009 led to a rail market share increase from 29 to 36 per cent of intermodal traffic out of the port within a year of completion of the project. A partnership between the South East Regional Development Agency and Network Rail organised

7 ORR The Freight Delivery Metric – 26th September 2019 <https://dataportal.orr.gov.uk/statistics/usage/freight-rail-usage-and-performance/>

8 Tees Valley Draft Strategic Transport Plan Page 16

9 Mineral Products Association Why is rail freight vital for housing and construction? 2016

10 Network Rail rail freight forecasts Scenarios for 2033/34 & 2043/44.2019

11 TVCA Rail Implementation Plan Page 31: Freight Implementation Plan Page 22

12 Rail Implementation Plan P15 Page 12

13 Freight Implementation Plan Page 22

14 Draft Transport Plan Page 24



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the funding with further financial support from local authorities which demonstrates the importance of partnership working .15(*See section 3 on working with partners*)

Capacity upgrades needed on East Cost Mainline (ECML) too

Furthermore, we support the case made for additional capacity upgrades on the ECML16; As the Transport Strategy states the W12 clearance upgrade will also facilitate the passenger rail service improvements required at Darlington and Middlesborough17 which demonstrates the synergy between the upgrade of the network for passenger and freight18.

Furthermore Trans-Pennine upgrades should be freight capable, which is not currently part of the specification which is a serious omission19.

3. Working with Partners

We agree that the TVCA needs to work with other regional bodies such as TfN as well as DfT and Network Rail as the following statement 20confirms : *Working with DfT, TfN Network Rail and partners to prioritise capacity enhancement, electrification, loading gauge enhancements and train capacity along the key rail freight corridors serving the region. For example, the gauge enhancements and the capacity increases on the ECML are being considered by TfN through its work on the Connecting the Energy Coasts and East Coast to Scotland Strategic Development Corridors21 to inform its emerging long-term Investment Programme for the North as well as by TVCA.*

TVCA policy also needs to take into account the Government's Industrial Strategy.

4. Integrated transport and planning decisions

Furthermore, cross border issues are key as transport planning needs to be strategic and look more broadly than within the remit of TVCA, to achieve the best sustainable outcomes for the economy, the environment and society, as acknowledged on Page 4522. Therefore transport and spatial planning functions need to be integrated so that strategic transport and land-use planning decisions can be made and the necessary land safeguarded for transport23 24.

5. Importance of spatial planning and safeguarding sites for transport

Even though TVAC does not have specific spatial planning powers, the Draft Transport Plan can give direction to local authorities to help ensure that there is complementary, supportive infrastructure to facilitate their ambitions and those of the Combined Authority. We also welcome TVCA highlighting the case for safeguarding rail lands and directing local authorities to do so in local plans. The requirement for

15 Financial analysis £70.7 million project having a Net Present value of £376m

16 Draft Transport Plan Page 16

17 Ibid Page 24

18 Ibid Page 22

19 Ibid Page 22

20 Ibid Page 44

21 Ibid Page 24

22 Ibid Page 45

23 Ibid Page 21

24 Ibid Spatial Planning 4.7 Page 49



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rail freight²⁵ terminals is rightly mentioned as is the safeguarding of suitable sites given that these sites are scarce.

So we support the following wording in the Draft Freight Implementation Plan²⁶:

Preserve rail network access where the case for retention can be made, as well as other initiatives that can be pursued via the planning process to enable modal shift of freight from road to other modes. This will include TVCA and local authority partners ensuring that suitable facilities are available to enable the transfer of freight to rail or water through the protection of existing sites and the provision of new sites. In pursuit of this we will produce an agreed map showing existing and potential strategic rail freight sites. •Identify and protect key sites for freight-related development, recognising the synergies between assets, e.g. a deep-water port on the East coast, and particular types of industry which rely on imports and/or exports where freight can be a significant cost. •Ensure rail's potential is considered alongside road when new developments are being considered with an impact on freight flows

Multimodal freight terminals of all sizes required

The fact that more terminals of differing sizes are needed in the region in order to increase rail freight volumes is rightly acknowledged in the Freight Implementation Plan and the Transport Strategy. It must be noted that without more terminals, in the right locations with good rail and road links, it is difficult to significantly increase rail freight volumes.

Mitigation measures of terminals on local communities

Terminals and the surrounding road network must be designed to minimise the local adverse impacts of increased HGV movements, noise, light and air pollution.

In addition to the list on Page 12 of existing rail connected sites the following site should be recorded. Even though the Freightliner intermodal has closed at Wilton²⁷, it should be noted that DB Cargo UK runs daily services from Knowsley on Merseyside to the Wilton energy-from-waste facility located on Teesside.

We support the following text in section 3 of the Draft Freight Implementation Plan²⁸

Safeguard rail freight infrastructure assets within the Tees Valley map current rail freight assets and work with Network Rail, Freight Operating Companies and companies with rail-connected facilities to ensure: TVCA and stakeholders are fully consulted where Network Rail is selling or leasing rail assets or withdrawing rail assets from the operational network; Rail facilities remain viable; Tees Valley does not lose strategic rail freight assets and capacity: Tees Valley is investment-ready for rail-related opportunities: Future jobs growth

6. Safety case for rail freight

Transferring more freight to rail, can reduce the numbers of HGVs and the exposure to road collisions, an identified TVCA aim²⁹. The latest DfT safety statistics show that HGVs are almost five and a half times (541%) more likely than cars to be involved in fatal collisions on minor roads³⁰. The graph below shows HGV involvement rate in fatal collisions over the past eleven years broken down by road type.

²⁵ Ibid Page 35

²⁶ Draft Freight Implementation Plan Page 23 Land use and economic policy

²⁷ Draft Freight Implementation Plan Page 9

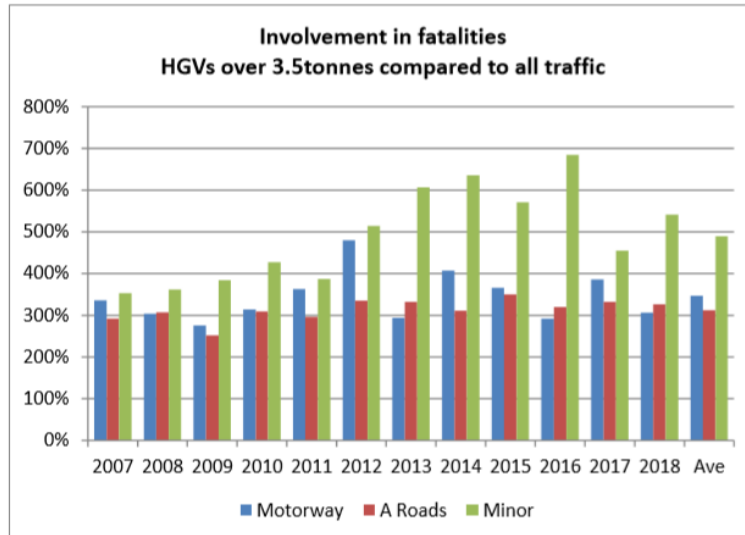
²⁸ Draft Freight Implementation Plan Pages 29/30

²⁹ Draft Transport Plan Page 43

³⁰ Source: Traffic statistics table TRA0104, Accident statistics Table RAS 30017 DfT issued September 2019



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7. Congestion relief benefits of rail freight

HGVs were involved in [43 per cent of critical incidents lasting more than five hours, and 56 per cent of critical incidents lasting more than ten hours](#) on motorways and trunk roads last year³¹. This despite the fact that [HGVs account for just one in ten vehicles](#) on our motorways.

8. The Importance of cross-modal freight solutions need to be highlighted in the Transport Strategy.

Many freight journeys are multi-modal. Road and rail complement each other and getting more freight onto rail makes road more reliable as well as delivering significant socio-economic benefits. Rail is well placed to offer long-distance consumer services, as well as traditional bulk traffic.

Improved connectivity to international gateways including ports will support business activity by providing access to global markets.³²

So, it is important that the draft TVCA Transport Strategy spells out the benefits of cross modal options³³ which would complement the work of the Department for Transport (DfT) which is looking at a *Future of UK Freight Strategy* to support multi-modal freight solutions. This initiative, which contains a virtual freight unit, is responding to its own Ports Connectivity Study of 2018 which recognised that freight needed more Government support with particular emphasis on intermodal solutions. Greater recognition of the benefits of

³¹ Source Highways England via FOE on HILO data

³² DfT Connectivity Study April 2018 p6 One of the key findings from my engagement with industry was the need for more consistent cross-modal, cross-government and cross-industry engagement to raise the profile of our ports.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/710030/transport-infrastructure-global-future-a-study-england-port-connectivity.pdf

³³ TCVA Freight Implementation Plan P5

intermodal freight solutions can help make the case for rail freight, if its considerable socio-economic benefits compared to HGVs, are properly taken into account. The following quote from Government's Rail Freight Strategy acknowledges these advantages to the economy, environment and society.

"shifting freight from road to rail can result in significant CHG emission savings as well as economic and safety co-benefits".³⁴

9. Distance travelled by HGVs

The longer than average road legs, mentioned on Page 7 of the Draft Transport Plan indicate that there could be more scope to shift some of this traffic to rail as rail is more cost effective over longer distances. Therefore, rather than just looking at averages, it is useful to study the following data from the DfT.

The largest HGVs (5+ axles) make many long-distance trips – Almost a quarter (23 per cent) of all their trips are over 300 kms and just over a half over 200 km, eight per cent are over 400 kms.³⁵

10. Efficiency of HGVs

Even though the HGV market is competitive, it is important to analyse how existing HGVs are not being used efficiently³⁶ and the resulting increase in unnecessary lorry miles. Almost a third of lorries are driving around completely empty; 29 per cent were completely empty in 2018 and 30 per cent were empty³⁷ in 2016/2017. A DfT spreadsheet, prepared for Freight on Rail, showed that only 32 per cent of lorries were full in terms of volume in 2018; In 2017 the figure was 36 per cent and in 2016 only 34 per cent were full in terms of volume³⁸.

11. The need to invest in rail electrification, the proven low-carbon heavy freight solution

The need to decarbonise freight has brought into focus the need for both HGVs and rail freight, which both have to deal with the same power to weight issues to plan the move away from diesel. That is why rail electrification, the proven solution for rail must be supported by the Government which needs to commit to a programme of electrification³⁹ to give the rail freight industry the confidence to invest in electric locomotives. Freight locomotives have long asset lives of between 20-40 years unlike HGVs which have asset lives of between seven to ten years. Many of the existing class 66 freight locomotives are now at half-life so research and development is needed now to provide alternative traction solutions for rail freight . Therefore, Government commitment to electrification is needed so that the sector can invest in new electric and bi-mode locomotives.

In fact, the National Infrastructure Commission (NIC) confirms that rail electrification is a "*proven technology*", which "*could turn out to be cheaper and quicker than other approaches⁴⁰... improving network*

³⁴ DfT Rail Freight Strategy September 2016

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf

³⁵ Source DfT CSRGT data 2018

³⁶ Transport Strategy Page 7

³⁷ DfT Rail Freight Strategy September 2016

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf

³⁸ DfT Rail Freight Strategy September 2016

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf

³⁹ TVCA Electrification is the answer for rail P35

⁴⁰ DfT Rail Freight Strategy September 2016

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf



Freight on Rail is a partnership of many organisations promoting the economic, safety and environmental benefits of rail freight.

efficiency and providing wider benefits for passenger services 41, as already demonstrated across Continental Europe. And it also states that "there is currently no commercially available solution to decarbonise the heaviest HGVs".

The Committee on Climate Change report⁴² of 2nd May 2019 supports a rolling programme of rail electrification. Industry expert Julian Worth makes the case for a re-wiring of around 320 key miles over a 10 year period which could see two thirds of rail freight moved by electric traction⁴³.

Therefore, we believe that electrification must be promoted alongside hydrogen⁴⁴. It should be noted that Institute of Mechanical Engineers sees hydrogen as a suitable fuel for local passenger services but not for high speed passenger or freight services⁴⁵.

Conclusion

Freight on Rail welcomes the comprehensive support for rail freight as part of its sustainable transport solution in its Transport Strategy and the supporting rail and freight implementation plans.



41 National Infrastructure Commission Freight Study April 2019 electrification P73 <https://www.nic.org.uk/wp-content/uploads/Better-Delivery-April-2019.pdf>

42 DfT Rail Freight Strategy September 2016

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf

43 DfT Rail Freight Strategy September 2016

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf

44 Transport Strategy Page 28

45 Institute of Mechanical Engineers The future of Hydrogen trains Feb 2019 <https://www.imeche.org/policy-and-press/reports/detail/the-future-for-hydrogen-trains-in-the-uk>



Direct
Rail Services

GB Railfreight

RFG
Rail Freight Group

RMT

Campaign for
Better Transport

DB

tssa



Freight on Rail is a partnership of many organisations promoting the economic, safety and environmental benefits of rail freight.



Tees Valley Combined Authority
Cavendish House
Prince's Wharf
Stockton-on-Tees
TS17 6QY

Dear sir,

Tees Valley Draft Strategic Transport Plan

This response to the consultation has been prepared on behalf of the Saltburn Line User Group, which exists to promote the use of the rail network, especially the Saltburn branch and to protect the interests of rail users. The group is also affiliated to Railfuture, the independent campaign for a better passenger and freight network. Neither Saltburn Line User Group nor Railfuture have any links with any particular political party or group.

We welcome the broad thrust of the Draft Strategic Transport Plan and will, in the main, address our comments to the rail related aspects of it. The main part of our response is by way of comments added to the "Action Plan" included as part of the Draft Rail Implementation Plan and also the rail section of the Draft Freight Implantation Plan.

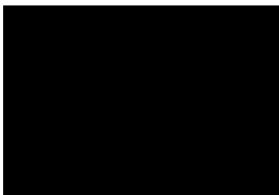
In addition to our comments made on the specific Action Plans, we would wish to make the following points:

- Tees Valley is an important sub-region in the wider region of North East England. Some of the required outcomes are not in the gift of TVCA on its own, it will need to work with Transport for the North, Rail North and adjacent authorities, particularly the North East Joint Transport Committee to improve connectivity in and out of the TVCA area.
- While the strategy document has references to the integration of different modes of public transport, it is felt that these need to be made stronger. The rail passenger services provide a good strategic link along the corridors they serve. They need bus services with integrated fares and timetables to improve access without the need for private transport to reach them.
- The low rolling resistance of steel wheel on steel rail makes it a low carbon mode of both passenger and freight transport, even when using diesel as a prime mover. A reduction of carbon emissions of up to 76% has been quoted. Trains move along fixed pathways and, hence, lend themselves to the provision of an electricity supply for traction purposes. Where such an arrangement is in place, there are, of course, no emissions at the point of travel and the level of emissions at the place of power generation depends on the nature of that generation. These, of course, are fixed plants and are better placed than mobile plants for the treatment of any emitted gases where fossil fuels remain in use. It is therefore felt that electrification of all lines in the area carrying 2 or more trains per hour in each direction should be pursued with vigour commencing with Northallerton – Eaglescliffe – Middlesbrough – Teesport together the interlinked lines Darlington – Eaglescliffe and Teesport – Saltburn. These 2 sections appear to have relatively few structures that will require modification.
- The laudable pursuit of by-product hydrogen as a rail fuel source should be mainly considered for rail lines with a lower frequency service (e.g. Middlesbrough – Whitby) and only as an interim measure for other lines until electrification can be achieved.

- We would like to emphasise some of the comments made in response to item 4 of the Draft Rail Plan. The East Coast Main Line from Northallerton north through the Tees Valley towards Durham and Newcastle currently carries 6 “Long Distance High Speed” (LDHS) services hourly in each direction. Many of the passengers on these trains merely pass through the region without any interaction or economic benefit to it. The award of paths to the Open Access operator “First” from 2021 will only serve to exacerbate this situation. These trains will occupy an ECML path through the Tees Valley without providing any connectivity whatsoever. It means that the local operator, Northern, is finding difficulty in negotiating for paths for their franchise commitment of a new faster service between Middlesbrough and Newcastle. Our suggestion is that one of the LDHS services, probably a Cross Country Trains service, should divert from Northallerton via the Durham Coast line and provide an hourly direct service to and from the south for Stockton, Hartlepool and the other towns on that line. It is mentioned in the table on page 24 of the Draft Rail Plan, but not in the Action Plan. That train would incur a time penalty of around 40 minutes each way, hence additional rolling stock would be required so such a change would need to be at a time of franchise change or direct award. It should release a path for a vitally important Tyne-Tees inter urban service on the line through Durham.
- Away from the ECML, rail lines in the region have very similar maximum speed limits to those that existed in the days of steam trains. Since then, rail lines have been improved with welded rails and deeper ballast, train brakes have improved and modern rolling stock, particularly the lighter weight multiple units that form most of our trains, is much kinder to the track that it runs on. TVCA needs to push Network Rail into reviewing these line speeds with the aim of achieving a general line limit of at least 75 mile/hr over the majority of the passenger network thus enabling acceleration of services or additional station stops without a time penalty.
- The Action Plans seem to place, perhaps understandably, a greater weight on services south out of the Tees Valley area. Services towards Tyneside and, particularly for freight, towards Cumbria and Scotland need to be given more weight. Whilst outside of the TVCA area, any efforts by neighbouring authorities to achieve capacity and speed improvements on railways heading North and West from Newcastle should be supported. It is desirable, from a climate change point of view, that as much as possible is done to achieve modal shift from road to rail.

I attach the annotated Action Plans as mentioned above.

Yours faithfully



Action	Description	What?			How?		Comments
		Outcomes	Milestones	Timescale	Lead		
1) Delivery of Darlington Station Masterplan improvements	Further development of the business case for Darlington Station in order position the scheme in the DfT's Rail Network Enhancement Pipeline and then to secure funding for the delivery of the significant package of improvements that are required at the station, as outlined in the Masterplan vision.	1) Much improved capacity and operational flexibility at Darlington 2) Much improved facilities for passengers at Darlington 3) Better national connectivity by rail, including HS2 and NPR 4) Better local connectivity and much improved local services right across the Tees Valley 5) More capacity on the East Coast Mainline 6) Much improved access to the station and improved wider public realm 7) Wider economic benefits and GVA uplift. 8) Supporting economic growth	Completion of SOBC and Decision to develop Delivery of Parkgate Pedestrian Bridge linking Station with Central Park EZ Completion of OBC and decision to design NWR CMSP for Church Fenton to Newcastle Phase 1 Delivery – East Side Station Phase 2 Delivery – New Mainline Platforms	Complete early 2019 Opened March 2019 Dec 2019 Mid 2020 By 2025 Post 2025	DBC/TVCA DBC DBC/TVCA NWR TVCA/DBC/DfT DfT	A concern here is the loss of through services between the Saltburn line and the Bishop Auckland Line. Some time ago, it was stated that at peak times, 40% of journeys on the Bishop Auckland line were cross Darlington. There is also a concern that between the implementation of phases 1 and 2, the Saltburn branch service will feel as though it is operating from a subsidiary station and isn't part of the bigger picture. It is vitally important that as seamless a pedestrian route as possible is provided between any new eastern extension of the station and the existing structure and, given the signalling work that would be required in any case, it does not appear to make sense that the work to provide a main line platform face there is not done at the same time.	
2) Delivery of Middlesbrough Station Masterplan improvements	Middlesbrough Station in order to secure funding for the significant improvements that are required at the station, as outlined in the Masterplan vision.	1) Much improved capacity and operational flexibility at Middlesbrough 2) Better national rail connectivity by new East Coast and improved TransPennine services 3) Better regional connectivity through the new Northern Connect service 4) Improved/new local rail services 5) Much improved passenger	SOBC for New Platform (Ph 1) OBC New TPE Trains New Northern Connect service	May 2019 2020 Dec 2019 Dec 2019 Mid 2020	DfT TPE Northern NWR	A very important development. At the very least, prior to 2021, there needs to be access from the west into Platform 1 at Middlesbrough and hence into the east end sidings without reversal. News that this has been postponed "indefinitely" is most unwelcome. Distances to Newcastle are 42 miles via Stillington, 47 miles via Sunderland and 51 miles via	

Action	Description	What?			How?		Comments
		Outcomes	Milestones	Timescale	Lead		
		facilities, access to the station and improved wider public realm 6) Wider economic benefits and GVA uplift 7) Supporting economic growth	NWR CMSP for Church Fenton to Newcastle New LNER London service Phase 2 Delivery Station Undercroft and Southern Entrance Phase 3 – Improved Station Facilities Phase 1 delivery of Initial capacity solution	Dec 2021 Expected completion End 2020 Expected completion March 2021 By Dec 2021	LNER TVCA/MC/NWR TVCA/MC/TPE DfT/NWR	Darlington. Middlesbrough needs a sub 60 minute service to Newcastle – achievable via Stillington and this outcome should be vigorously pursued.	
3) Delivery of infrastructure that will enable large containers to be transported by rail to / from the	Delivery of Rail Gauge-Cleared routes to W12 standard between Eaglescliffe and Northallerton and on the Stillington Line. Delivery of infrastructure improvements to enable bigger shipping containers to be moved to and from the port and other facilities on standard rail wagons without the need to route through Darlington Station. This should be a precursor to line speed improvements and electrification from Northallerton to Middlesbrough to optimise the benefits of new East Coast services, existing Grand Central services and improved TransPennine services.	1) Better loaded trains 2) Reduction in rail miles 3) Reducing unnecessary freight traffic through Darlington Station, freeing up capacity for passenger expansion 4) Access to diversionary routes for intermodal traffic 5) Faster passenger services to key destinations such as London, Leeds and Manchester 6) Supporting economic growth and environmental objectives	Completion of GRIP3 Study Further development of scheme business case Potential scheme delivery	Dec 2019 2020 2023	NWR/TVCA NWR/TVCA NWR	Important. Where there are changes required to infrastructure, these should be designed to permit future electrification without further modification. Aspirational line speeds are 90+ mile/hr passenger, 75 mile/hr intermodal and 60 mile/hr bulk freight. The additional distance from Northallerton to Ferryhill running via Eaglescliffe and Stillington is under 5miles and this provides the additional 2 tracks for this section to make it 4 track throughout. Additional signalling required between Norton W Jc and Ferryhill – currently 1 section..	

<p>4) Delivery of improved local rail services</p> <p>Delivery of a programme of improvements to local rail services. In the short term this will be focussed on new/upgraded, high quality rolling stock being delivered through the Northern and TransPennine services.</p> <p>All Tees Valley routes will see a transformational change in train quality and there will be accompanying timetable improvements. After this there will be the opportunity to examine further service improvements across the Tees Valley once the main capacity constraints at Darlington and Middlesbrough are resolved and further plans to enhance Hartlepool, Eaglescliffe and Redcar Central are developed. The case for frequency enhancements, new services/stations and potential network development/expansion will be examined in order to influence the next franchises. TVCA can now have a greater role in this regard through membership of the North East Rail Management Unit and Rail North. To optimise this investment in service improvements, it must be accompanied by range of improvements for passengers. This should include a much enhanced ticket offer for rail and public transport users and better marketing and promotion of rail more widely, much improved facilities for passengers at stations, much better multi-modal integration, particularly between rail and bus and rail and cycling and improved opportunities for park and ride,</p>		<p>1) New, higher quality trains</p> <p>2) More frequent services on existing routes – Saltburn-Darlington-Bishop Auckland, Durham Coast, Middlesbrough-Nunthorpe-Whitby</p> <p>3) Earlier morning, later evening and improved weekend services, particularly Sundays, on all local routes</p> <p>4) Better connections between services</p> <p>5) Exploration of potential new routes and stations</p> <p>6) Smart ticketing covering rail and other public transport modes</p> <p>7) Simpler fare structures</p> <p>8) Improved marketing and promotion of rail and public transport more widely</p> <p>8) Better facilities for passengers at stations</p> <p>9) Better multi-modal integration</p> <p>10) Supporting economic growth and environmental objectives</p>	<p>Upgraded high quality trains on all Northern routes in the Tees Valley</p> <p>New trains on the TPE routes to Middlesbrough and via Darlington</p> <p>Extension of TPE service to Redcar</p> <p>NWR CMSP for Church Fenton to Newcastle</p>	<p>By Dec 2019</p> <p>By Dec 2019</p> <p>Dec 2019</p> <p>Mid 2020</p>	<p>Northern</p> <p>TPE</p> <p>TPE</p> <p>NWR</p>	<p>All worthy aims and to be supported.</p> <p>The implementation plan shows a TPE or XC service running via the Durham Coast line. This should be included in the "Action Plan" and if achieved by diverting an existing service from the Darlington route would ease capacity restraints currently affecting the proposed Connect service to Newcastle. A possibility might arise with the likelihood of a "Direct award" extension to the XC franchise in the near future.</p> <p>In the interim, a local service connecting Hartlepool to Darlington would aid connectivity from that area.</p> <p>Extension of the TPE service to Saltburn should be included here as an aspiration for the next franchise period.</p>
<p>5) Develop the case for a number of new stations across the Tees Valley</p>	<p>Develop a business case for the following new stations:</p> <ul style="list-style-type: none"> ▪ Teesside Airport (reopening) ▪ Nunthorpe Parkway ▪ South Tees Development Corporation site ▪ Teesside Park ▪ Morton Palms, Darlington <p>This case for further new stations may be assessed as identified.</p>	<p>1) Enhanced rail provision across the Tees Valley</p> <p>2) Improved access to key economic hubs</p> <p>3) Improved rail park and ride Opportunities</p> <p>4) Supporting economic growth and environmental objectives</p>	<p>Initial business case</p>	<p>April 2020</p>	<p>TVCA/LAs</p>	<p>Not sure if railway sufficiently adjacent to Teesside Park or Morton Palms for these to be effective.</p> <p>If there is proper integration between transport modes, particularly rail and bus, the need for additional stations may be either obviated or enhanced.</p> <p>To serve additional stations without detriment to the journey time, higher line speeds and/or better performing trains will be needed.</p>

<p>6) Delivery of Improved national rail services</p>	<p>Delivery of a programme of improvements to rail links between the Tees Valley and a range of national destinations. In the short term this will be focussed on new trains and improved services through the existing East Coast, Cross Country and TransPennine franchises. TVCA will also continue to work to ensure that Tees Valley benefits fully from HS2 and NPR services in the future.</p> <p>All this is dependent on the required capacity being delivered on the ECML North of York and TVCA will continue to work with all relevant partners and stakeholders to ensure that the required investment is now made</p>	<p>1) More and quicker trains to a wide range of national destinations</p> <p>2) Supporting economic growth and environmental objectives</p>	<p>New trains on East Coast</p> <p>New TPE trains/services</p> <p>Extension of TPE service to Redcar</p> <p>NWR CMSP for Church Fenton to Newcastle</p> <p>HS2 Phase 2b Hybrid Bill Deposit</p> <p>OBC for NPR</p> <p>New TPE Franchise</p>	<p>2019</p> <p>2019</p> <p>Dec 2019</p> <p>Mid 2020</p> <p>Early 2020</p> <p>Late 2020</p> <p>2023</p>	<p>LNER</p> <p>TPE</p> <p>TPE</p> <p>NWR</p> <p>HS2 Ltd</p> <p>TfN</p> <p>DfT/TfN Rail</p>	<p>See comments under (3). TVCA should work with TfN and other agencies for reinstatement of the Leamside route from Ferryhill to Heworth which would complete the 4 tracking from York to Newcastle and would ease pathing of freight and intermodal services to the north as well as releasing capacity on the existing Durham and Team Valley route. Again it needs to be W12 gauge and electrification ready with a minimum line speed of 75 mile/hr for intermodal and passenger trains.</p>
<p>7) Greater local influence on key franchises which serve the Tees Valley</p>	<p>On-going performance and delivery monitoring of Northern and TransPennine franchises currently takes place through North East Management Unit (NERMU) and Rail North Partnership.</p> <p>The NERMU arrangement now needs to be extended to enable greater local influence on the specification of the next round of franchises and more direct local control over the management of Northern Rail services operating in the Tees Valley and wider North East. This will involve more devolved powers through TfN to NERMU.</p>	<p>1) Increased transparency and monitoring of existing franchise performance and delivery of services in the Tees Valley.</p> <p>2) Improved specification for Tees Valley services in the next Northern and TransPennine franchises</p> <p>3) Greater alignment of services and timetables in future franchises to provide a better overall network for passengers</p> <p>4) More local control over the operation and management of rail services in the Tees Valley.</p>	<p>Major National Reviews (e.g. Williams) into the rail system</p> <p>Existing TPE and Northern Franchises</p> <p>New TPE and Northern Franchises</p>	<p>2019</p> <p>Up to 2023/2025</p> <p>From 2023/2025</p>	<p>DfT</p> <p>TfN Rail/NERMU</p> <p>TfN Rail/NERMU</p>	<p>Influence also needs to be gained over the Long Distance High Speed (LDHS) services operating through the region. There needs to be integration of services across all operators to ensure a regular stopping pattern and appropriate journey opportunities between all pairs of stations. Currently, it does appear that services needed for connectivity within the NE region are being compromised by the emphasis on the ECML on trains carrying passengers through the region.</p>

8) Replacement of diesel as the main fuel source for local rail services in the Tees Valley	The case for alternative fuel technologies to replace existing diesel trains will be closely examined, with the objective for the Tees Valley to become the first pilot area for the use of hydrogen on rail.	1) Use of cleaner fuel technology, such as hydrogen 2) Lower emissions 3) Supporting environmental objectives	Continued development of the Tees Valley Hydrogen project with an initial focus on local rail outputs Existing Northern franchise	2019/20 Up to 2025	TVCA/Northern/ NWR TfN Rail/ NERMU	A worthy aim, in the long term straightforward electrification will probably be more cost effective and, depending on the source, greener. Lines carrying 2 trains per hour or more should be electrified, hydrogen or other alternative fuel sources (e.g. battery/hybrid) should be investigated for others and as an interim measure until lines can be electrified.
9) Extension of Existing Community Rail Partnership (CRP) concept to other rail lines	To build on the success of the two existing CRPs (Bishop Line and Esk Valley) that feed into the main Tees Valley rail network, the potential to extend the community rail concept more widely across the Tees Valley will be examined in more detail. This will include a detailed assessment of the full costs and benefits of any proposal that may come forward.	1) More community involvement and engagement in rail 2) Access to CRP funding streams	DfT Community Rail Consultation Detailed Business Case from Northern	Completed 2019 2019/20	DfT Northern	To be welcomed if it can produce a greater local input into service provision.
10) Influence on wider rail strategy development affecting passenger and freight service provision in the Tees Valley and on the key investment programmes for rail	Recognition of Tees Valley rail issues and priorities for passenger and freight in a range of key strategies and funding programmes including: <ul style="list-style-type: none"> ▪ Transport for the North's Strategic Transport Plan and Long Term Rail Strategy ▪ Network Rail's Continuous Modular Planning Study (CMSP) for Church Fenton to Newcastle – this includes ECML and all local networks in the Tees Valley ▪ DfT's Rail Network Enhancement Pipeline ▪ Network Rail's Control Period Investment Programme ▪ HS2 Phase 2 ▪ ☑ Northern Powerhouse Rail 	1) Better reflection of Tees Valley priorities in a range of key policy and strategy documents and funding programmes 2) More funding allocated for investment in Tees Valley rail schemes	TfN STP NWR CMSP for Church Fenton to Newcastle CP6	Published 2019 Mid 2020 2019-2014	TfN NWR DfT/NWR	See comments under (7).

Action	What		How			Comments
	Description	Outcomes	Milestones	Timescale	Lead	
8) Rail Gauge-Cleared routes to W12 standard Between Eaglescliffe and Northallerton.	Work with Network Rail to deliver infrastructure improvements which will provide diversionary routes and enable larger shipping containers (height and width) to be moved to and from the port and other facilities on standard rail wagons without the need to route through Darlington Station	1) Better loaded trains 2) Reduction in rail miles 3) Greater capacity for passenger expansion on ECML 4) Greater service resilience 5) Environmental benefits of reduced mileage	Completion of GRIP 3 Further Development of scheme business case Completion of infrastructure improvements	Dec 2019 2020 2023	Network Rail Network Rail / TVCA Network Rail	Very necessary. Also important that any work done on structures should provide clearance for future electrification without further modification. Aspirational speed should be 75 mile/hr for intermodal and 60 mile/hr for other freight. Same comments should apply to the Stillington branch.
9) Ongoing monitoring of capacity at critical rail junctions.	Work with Network Rail to ensure key junctions are not a constraint on rail freight growth.	1) Sufficient capacity for freight growth in the Middlesbrough and South Tees area 2) Enhanced capacity on the ECML by enabling Stillington Branch and the Durham Coast lines to carry more.	Annual Review	Ongoing	Network Rail / TVCA	Important that land between Whitehouse and South Bank is retained by Network Rail to facilitate reinstatement of former goods lines to access South Tees Development clear of passenger services. Additional signalling provision required. Norton West to Ferryhill is currently one section.
10) Ongoing monitoring of access for trains arriving at Teesport from the east.	Freight trains accessing facilities on the Teesport estate from the east, e.g. Boulby Mine, currently have to undertake a reversal on the Darlington- Saltburn line (DSN2). This manoeuvre occurs several times each day taking 20 minutes each time. We need to ensure that this does not become an issue for line capacity if traffic increases.	1) Maintain capacity	Annual Review	Ongoing	Network Rail / TVCA	This needs monitoring, but not currently critical as manoeuvre done clear of passenger lines.
11) Develop joint approaches to increase capacity and gauge clearance along other key routes	Work with Network Rail, TfN and other Combined Authorities/ LEPs to secure more path availability and gauge clearance to W12 on key freight corridors connecting the Tees Valley economy to other parts of the UK.	1) Enhanced connectivity to other regions 2) Access to new commodity flows 3) Greater service resilience	Completion of TfN Corridor Studies	2020	TfN	If Northallerton – Eaglescliffe-Stillington- Ferryhill enhanced and Leamside route reinstated there is a viable 4 track route all the way from York to Tyenside. This will need consultation with NECA.

12) Support schemes to increase train speeds, length and weight capability on key freight between the Tees Valley and other parts of the UK	Work with Network Rail, TfN, Combined Authorities, freight train operators and terminals to develop the rail infrastructure and rolling stock to: • operate freight services at least 60mph; • accommodate a 775m baseline length for intermodal trains (and 600m for other commodities); and, • enable heavier wagons to be carried by adopting Route Availability 10 as the desired standard	1) Better use of line Capacity 2) Increased train Productivity 3) Reduced emissions and carbon footprint 4) Customer service improvements	Completion of TfN Corridor Studies	2020	Network Rail / TfN	Differentiation required. Aspiration should be 75 mile/hr for intermodal, 60 for other freight. There is a need to work with TfN and other regional bodies to enhance the opportunities for rail borne freight to other regions. A particular problem exists with paths across the Pennines as the routes are already congested. If Skipton – Colne reopened, it could assist with this corridor.
13) Reduce the use of diesel powered traction.	Explore the potential for alternative traction, particularly hydrogen, using cleaner fuel technology on rail infrastructure within local freight yards and terminals.	1) Improved air quality 2) Reduced noise levels.	Tees Valley Hydrogen Project development	2020 - 2023	TVCA	A worthwhile investigation, really, though, electrification is likely to bring a better outcome.
14) Monitor freight traffic on local rail network.	Undertake regular sampling of rail freight movements and provide ongoing analysis based on tonnages, units, frequency and commodities.	4) Addresses a current gap in freight data 5) Supports strategic planning and funding 6) Potential to highlight market synergies	Production of data on local freight movements	Minimum of twice pa	TVCA	
15) Establish a local rail freight forum.	Identify key stakeholders who have an interest in working collaboratively to support the development of the Tees Valley's rail freight offer including improved infrastructure and services that will increase the amount of freight carried by rail.	1) Potential efficiency savings for businesses 2) Investment and jobs growth 5) Better use of line capacity 6) Increased train productivity 7) Reduced emissions and carbon footprint	Initial Tees Valley Rail Freight Workshop to Establish interest At least one meeting pa	2020 From 2020	TVCA TVCA	There is already a North East Freight Partnership, which seems to include all the LAs north of the Tees Valley. http://northeastfreightpartnership.info/ Perhaps this would offer wider influence if TVCA were to join.

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20 November 2019

Tees Valley Combined Authority Draft Bus Implementation Plan Consultation

I set out below the response from [REDACTED] to the consultation on the TVCA Draft Bus Implementation Plan.

Role of Buses

The role of buses within the Tees Valley cannot be overstated. The low levels of car ownership mean that buses are essential in giving those without a car accessibility to places of employment, education, shopping, health care and social activities. As recognised they are key to maintaining the economic vitality of town centres in the Tees Valley, and to social inclusivity.

Freeing buses from the debilitating effects of traffic congestion can reverse the trend to ever lengthening bus journey times and to deliver modal shift from the private car.

They are a key part of the solution to the twin ills of poor air quality and climate change.

Existing Conditions/Current Issues

Section 3 notes some of the factors behind the decline in patronage seen over the last four years. What is omitted from this analysis is the contribution of slower bus journey speeds. Over the last 4 years, the average speed of Arriva services within the Tees Valley has decreased by 13%. As the analysis by Professor David Begg in the Greener Journeys Report on the Impact of Congestion on Bus Passengers demonstrated, a 10% reduction in bus journey speeds can result in a 10% reduction in patronage.

The Bus Implementation Plan cites a reduction in the frequency of commercial services at the top of the list of factors having impacted on bus usage. We would contend that it is the impact of congestion on bus journey speeds, free car parking policies encouraging car driving rather than bus use, dispersal of retail and employment centres and changes in shopping habits which have caused the reduction in bus travel, resulting in frequency reductions, which then exacerbate the patronage decline. A vicious circle.

Arriva have increased frequencies on numerous corridors, for example, Services X1, 8, X66/67. Whilst these have initially seen patronage growth, as journey speeds have declined, this growth has been reversed, as Professor Begg's analysis predicted.

We would argue that too many of the TVBNI initiatives speeded all traffic growth, so that the positive impact on bus journey times was short-lived, and general traffic has increased as journey times for the private car improved. The resultant congestion has reversed the improvements in bus speeds.

There have also been examples where bus priority measures have been discontinued, for example, the removal of bus lanes on Linthorpe Road.

We do not agree that bus operators have distinct territories.

Fares and Ticketing

The Plan claims that these are complex. However, this is largely because of operators introducing new products to meet the demands of passengers. Arriva continues to innovate in ticketing to try to encourage greater travel, recently introducing new Middlesbrough Weekly and 4 Weekly Tickets, reduced price family tickets and £1 evening fares in Stockton and Darlington, for example, to give passengers even better value for money. We are, however, happy to work in partnership with the Authority to make fares and ticketing more understandable and attractive to potential users, and to expand the range of multi-operator tickets.

Passenger Feedback

As recognised in the Report, overall satisfaction with bus services in the Tees Valley is high, at 90%, and has risen slightly over the last 5 years, as has satisfaction with value for money, which has grown from 61% to 71%, reflecting the innovations in ticketing referred to above, freezing of many fares, including child fares, and in general modest fares increases where these have, indeed been implemented.

Conversely, satisfaction with punctuality has slipped by 4% over the last four years, reflecting worsening congestion and more intrusive roadworks.

We agree that customer feedback highlights the lack or inadequacy of information at bus stops and the condition of some bus shelters. There is significant work to be done in some parts of the Authority area. Provision of real time information at more bus stops would be a very positive development, notwithstanding the Journey Planning Apps now provided by the major operators.

Aspirations for Tees Valley Buses

Reversing the decline in patronage and maintaining income streams is vital in ensuring a stable bus network and one which can develop to improve accessibility.

The ability to respond to changing demand for travel can be assisted by kickstart funding, but operators have also committed to reinvesting resources saved by reduced journey times. The importance of an integrated public transport network, and therefore excellent interchange facilities, is recognised as being essential to meeting more complex travel patterns.

Land use planning needs to facilitate efficient bus operation in all new areas of development, and retrospectively introducing bus gates, etc., where buses cannot currently efficiently serve housing and commercial developments is very important.

Improving the competitive position of the bus

The report recognises the major investments by the operators in new and refurbished buses, ticketing enhancements such as mobile ticketing and smart cards, introduction of contactless payment technologies, etc., and we have set out above ways in which value for money has been

improved. More can and will be done to this end, but major improvements in bus priority measures to improve journey speeds and punctuality, and improvements to waiting facilities are fundamental to this aim.

Delivering a more integrated public transport system

We look forward to working with the Authority to facilitate a more integrated public transport system. We would add park and ride facilities to the list of actions required. Opportunities should be sought to provide these facilities along high frequency bus routes to minimise the need for additional resources and also to strengthen these services and potential improve frequencies further, but also some dedicated services may be needed to help remove the numbers of private cars clogging up congested corridors into town centres.

Interventions

We support the interventions and aspirations set out in section 5.

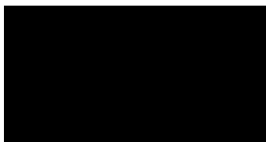
Some direct financial support will be necessary to meet some of the aspirations, for example, for the funding of retrofits to upgrade relatively modern buses to Euro VI standard, and, indeed funding from the Transforming Cities Fund will be necessary to deliver more bus priorities to improve punctuality, but also, crucially, as set out above, to provide significantly faster journeys by bus.

We agree that generation of revenues by the means suggested will lead to a virtuous circle of improvements in the bus network.

Bus Services Act 2017

We welcome the Authority's conclusion that partnership offers the most cost effective and least risky delivery model on offer to it under the Bus Services Act 2017, and we look forward to working with the Authority in developing a very successful partnership arrangement. Initial discussions have taken place in relation to the enactment of required plans, and we hope that these will progress swiftly, so that important interventions, especially in relation to bus priority measures and passenger facilities can be introduced as soon as possible for the benefit of all.

Yours faithfully,



Northern Powerhouse and Tees-side

The most that TVCA has said about this as such was a throwaway line from Steve Payne when SLUG and Coastliners met him on October 4 - "Middlesbrough and Sunderland may be included later". For now, we point out just one glaring statistic from page 23 of TVCA's Plan, that promising a 58-minute journey from Leeds to Newcastle once the Powerhouse has been built.

There is plenty of scope for comment here; 58 minutes for a 105-mile run are already prescribed for (and often taken by) GC's 11.27 and 19.27 trains from King's Cross - it is also 105 miles from London to Grantham. So this bit of the Powerhouse would, at best, merely catch up with existing provision for passengers further south, along a stretch that is by no means a High-Speed route.

However, if we take the Northern Powerhouse exponents at their word, we find that Liverpool, Manchester, Leeds and Newcastle are among the

cities named for improved train service facilities. Pausing only to ask “Why is Tees-side not in this list?”, as it contains some half a million people, we note that, from December 16, First TransPennine will run through services from Liverpool to Edinburgh via Manchester, Leeds and Newcastle.

Coastliners, noting that this is far from the most direct or the quickest route between the two termini, strongly advocate the addition to it of a diversion from York to STOCKTON, then to Durham, and as advertised. This gives Tees-side’s half-million inhabitants something recognisably like a “Powerhouse”-style service. It cuts journey-times both northward and southward for Tees-siders, yet adds little more than 15 to 20 minutes to the train’s overall journey length for anyone else - with, after all, another TransPennine service (Newcastle to Manchester Airport) offering a fast, direct, hourly alternative for the more impatient rail user - as well as keeping a TransPennine link through Darlington.

QUICKER TEES-TYNE RAIL LINKS - AND SOON!

These remarks are prompted partly by remarks made at a Transport Focus "Connectivity" event held in Gateshead on Wednesday November 11 2015.

Northern Rail envisages more trains between Middlesbrough and Newcastle, but skilfully omits to mention any intermediate station north of Stockton. It also offers some 'Northern Connect' links between Middlesbrough, Newcastle and Carlisle, again with no specific details.

TransPennine's franchise includes extension to Newcastle of the existing Manchester Airport - York trains but, again, gives no intermediate details.

Cross Country's franchise comes up for renewal in 2018-2019, and its representative on November 11 tried to claim that its present train network served the whole North-East, to which one delegate replied that, as Tees-side never saw a Cross Country train from one year's end to another, this was clearly not the case.

In an informal networking session after the main proceedings closed, a member of the North-East LEP, David Land, complained that it took fully 1 hour and 40 minutes to get from Middlesbrough to Newcastle Airport. A chorus of Railfuture (North-East) and Coastliners members vociferously agreed that this was not good enough, and assured all present that a partial remedy for this would be to use the more direct, but at present goods-only, Norton South - Ferryhill line to connect Stockton with Durham.

As part of Coastliners' response to the Department for Transport's public consultation about Cross-Country's next franchise, we have mentioned Stockton(-Norton South)-Ferryhill as part of a possible new route for Cross-Country train services. Here now are some of our arguments to back our claim, including our refutation of possible objections.

A The positive case:-

- (i) Using the route from Norton via Stillington to Ferryhill, Middlesbrough is 42 miles from Newcastle. The 'Coast' route (via Hartlepool) is 47 miles; that via Darlington is 51 miles.
- (ii) Even following timings kept by freight trains along the Stillington route, trains could link Tees with Tyne in 65 minutes - Coast line

services take between 75 and 80 minutes, and frankly there is little scope for accelerating these timings.

(iii) Diverted passenger trains are rare, but in 1997, the most recent year for which we have statistics, a journey between Stockton and Durham via Stillington took 28 minutes. This would imply some 55 minutes in all for a Middlesbrough to Newcastle train.

B The possible objections:-

(iv) Norton - Ferryhill is not equipped for use as a passenger route.

(v) Sending 'main-line' expresses via Stockton instead of Darlington lengthens their overall journey time unacceptably between York and Newcastle.

(vi) Omitting Darlington would lose traffic to an unacceptable extent. This also has consequences for TransPennine's ORCATS revenue, apparently.

(vii) As far as extra Tees-Tyne trains are concerned, the main line is already too crowded to allow more trains to use it.

(viii) There would be difficulties at Ferryhill in arranging for a northbound train from the Stockton line to cross the busy southbound main line track, as well as to join that going north.

C Our replies:

(iv) [a] Technically this may be true, but its use as a passenger diversionary route is not in dispute, and indeed has occurred recently when main lines further west were flooded and/or blocked by landslide or bridge difficulties.

[b] The same was probably said to Grand Central about the line serving Pontefract Monkhill, when GC was applying for its London-Bradford route. Ways were found to overcome this in Pontefract, so there is little reason to doubt that a similar agreement for Stockton-Ferryhill via Stillington can be negotiated to everyone's satisfaction.

(v) Arguments of this sort overlook the already wide spread of scheduled journey-times on this stretch: Cross Country, 57 to 61

minutes: TransPennine, 64 to 71: Virgin Trains East Coast, *alias* LNER, 56 to 64.

(*In passing, cf. York to Middlesbrough: 57 minutes 'direct', but 67 via Darlington; and Middlesbrough to York, 53 'direct', 68 via Darlington. All by TransPennine.*)

In fact, some TransPennine services (top speed 100mph) have to omit a stop at Darlington precisely because of faster following trains. However, by turning aside at Northallerton, such trains could reach Eaglescliffe in 40 minutes, Stockton in 45, Durham in 75, and Newcastle 90 minutes after leaving York.

So, overall, the 'extra' time is 19 minutes; but for those wanting Stockton itself, and also those joining at Stockton for Durham or Newcastle, time **saved** would be considerable - and that is before anybody speeds up the Stillington line.

It might not be irrelevant here to note that Cross Country trains willingly extend their overall journey-times if trains are serving Leeds rather than Doncaster; what might be expected to leave Newcastle at 15.35 actually goes 30 minutes *earlier*, for that reason.

(vi) The ORCATS objection, not surprisingly, weighs heavily on TransPennine's thinking - it accounts for 10% of its revenue (though what that revenue applies to has not been made clear). Our reply would be that, as diversion via Eaglescliffe and Stockton involves use of what to all intents and purposes are tracks 3 and 4 of the largely 4-track East Coast Main Line, little or no change to ORCATS revenue is justified. We wonder if ORCATS varies according to whether a train takes the fast or the slow line along the 4-track sections between Northallerton and (just north of) York. If it does not vary on that section, why not negotiate, by analogy, for a similar allowance for the Northallerton-Eaglescliffe-Stockton-Ferryhill route?

(vii) This only partly holds good; now that regular-interval services prevail on Cross Country, TransPennine and VTEC/LNER main-line services, there is at least one hourly gap of over 10 minutes north of Darlington and Durham in each direction.

(viii) Agreed - but no more so than northward elsewhere. At Northallerton, for instance, the hourly trains from York to Middlesbrough have little trouble in crossing the southbound track, passed for 125mph running, when leaving the station. Compare also such places as Cheadle Hulme and Shaftholme Junction, as well as the flat

crossing just to the north of Newark North Gate station. Margins for conflicting movements (at speed) are much tighter than those that would be called for at Ferryhill.

Reminder of journey-lengths:

Stockton to Newcastle via Stillington and Ferryhill, 45 minutes.

Stockton to Newcastle via the coast takes 68 minutes northwards and, in theory, 63 minutes going south.

A final, topical thought: the new Class 385 electric units being built by Hitachi at their Newton Aycliffe works, and destined for Craigentenny depot in Edinburgh, are now being sent from works to shed by rail throughout. First they go to Darlington; then, via Eaglescliffe, Stockton and Norton, they take the Stillington line to Ferryhill en route for Scotland. If Stockton-Ferryhill is good enough for state-of-the-art electric train sets, it must be perfectly adequate for everything else.

STOCKTON TO FERRYHILL via STILLINGTON - why not use it?

1. All Fools' Day 2020 will mark the 68th anniversary of the withdrawal of passenger trains along Tees-side's most direct route towards Newcastle. Redmarshall, Stillington and Sedgefield were the villages affected, and the line became totally devoted to goods traffic, of which at the time there would have been plenty - as there was throughout the Tees-side area, along the Durham Coast line, the Saltburn line, and that from Eaglescliffe southwards to Northallerton and the (so-called) East Coast Main Line.
2. Yet the Stillington route was, and is, the shortest route from Middlesbrough to Newcastle, 6 miles shorter than the main existing passenger route via Hartlepool and Sunderland, and 10 miles shorter than that via Darlington.
3. So why the continuing neglect? It seems that the 66 years without passenger trains have led to a collective amnesia about the rail network between York and Newcastle, such as it is. Everyone has been brainwashed for decades to take pride in the fantastic speeds achieved by many trains along the 'main line', even though the operating maximum, 125 mph, has been long overtaken on Japanese and on continental rail lines by the top speeds of Shinkansen, TGVs, and their like - and, in western France between Angers and Nantes, even on the 'classic' route that is maintained for speeds up to 140 mph, whether the trains are "à Grande Vitesse" or not.
4. To recap, the line northwards from York is, after a hesitant few preliminary miles, four-track (two running lines in each direction), with one fast line and one slow line running next to each other, and the slow line usually restricted in speed - 90mph is rare on it. When the line gets to Northallerton, however, matters change quite radically. Two tracks (only) go on to Darlington, with sections still passed for 125mph, and two others veer more north-easterly, towards Yarm, Eaglescliffe, and the various urban centres of the Tees-side conurbation.

5. The Eaglescliffe route at present hosts two main types of passenger service, one being, since 1992, the First Transpennine trains from the Manchester and Leeds direction to Thornaby and Middlesbrough. The other, beginning in 2007 and less frequent as yet, consists of Grand Central's four or five daily London to Sunderland express services.
6. However, the rest of the East Coast route's 'slow' lines, via Stockton and Stillington, back to the main line at Ferryhill, has had no passenger service since 1952. This is the section which, to its great credit, Arriva Northern has bravely proposed to revive as part of its franchise-wide Northern Connect network of new, faster services between urban centres in the north of England whose present links are slow or (as in Tees-side's case) non-existent. And this is where we think a newly-elected Mayor of Tees-side can most usefully act to improve the area's rail links - and also, in the process, plan for an enlarged and properly-staffed station at Stockton-on-Tees itself, in the centre of the largest of the Tees Valley's five boroughs.
7. To sum up what we are asking for - STOCKTON has suffered over 6 decades of deliberate neglect by rail managements of all types, yet it has the most centrally-placed railway station of any borough in the "Tees Valley". So it needs two radical improvements as soon as possible:
- (i) introduction of proper long-distance train services linking York with Newcastle via the 'alternative' East Coast Main Line tracks, through Yarm and Eaglescliffe, then, from Stockton, on via Stillington to Durham, Newcastle and beyond.
 - (ii) rebuilding and enlarging of the present station itself - lengthening the platforms to take longer trains, and restoring staff to it.
8. After all, Stockton is the first 'half' of the historically important Stockton and Darlington railway line, due to celebrate its 200th anniversary in just 8 years' time. It deserves passenger train services to match, if not to surpass, those that serve Darlington.

Further, more detailed arguments in favour of this upgrading are set out overleaf.



ADDITIONAL ARGUMENTS IN FAVOUR OF ENHANCING STOCKTON'S TRAIN SERVICE

1. It is instructive to compare the populations of the five borough areas that form the rather unwieldy Tees Valley Combined Authority, with the passenger train services that go through each one.

Reading from west (Darlington) to east (the North Sea, 27.5 miles away) these are:

DARLINGTON each hour: hours: Saltburn: Auckland.	population 105,000	5 express services each way a sixth train in alternate half-hourly locals to and from hourly to and from Bishop
STOCKTON-on-TEES way, with an extra at peak time	population c.110,000*	1 local service hourly each
HARTLEPOOL way, with an extra at peak time: (4 or 5 daily) to/from London.	population 90,000	1 local service hourly each occasional express services
MIDDLESBROUGH way: terminating.	population 130,000	3 local services hourly each 1 hourly express starting and
REDCAR way: fewer in the evening: summer months.	population 130,000	2 local services hourly each hourly on Sundays, even in

* The figure usually quoted is 190,000. But that figure includes those in four urban areas within Stockton

borough, each with its own railway station. The four areas are Billingham, Eaglescliffe, Yarm and

Thornaby. The residual population shown here for Stockton is that of the large area to the west and

north-west of Stockton High Street, and hence the station's catchment area. It includes Roseworth,

Fairfield, Greenvale, and Hartburn, though much of this last, in effect, virtually adjoins Eaglescliffe.

2. It is also instructive to compare these population figures with the relevant station usage totals, as given by

Wikipedia, for the most recent year available, 2015 to 2016. The busiest station in North-East England (after

Newcastle Central, which, like York, deals with some 8 million annually) is NOT Darlington Bank Top.

It is **DURHAM**, which hosted some 2,600,000 passengers during the year in question. The "top ten" stations,

with their total usage that year, are these:


	1	Durham
2,595,000		
	2	Darlington Bank Top
2,244,000		
	3	Middlesbrough
1,331,000		
	4	Northallerton
689,000		
	5	Hartlepool
638,000		
	6	Sunderland
475,000		
	7	Redcar Central
343,000		
	8	Saltburn <i>(unstaffed)</i>
250,000		
	9	Chester-le-Street
223,000		
	10	Thirsk
218,000		

The next busiest after Thirsk turns out to be Eaglescliffe, at 202,000, with a long gap between it and the

surprisingly-well-used Seaham, 137,948, and, not far behind, Yarm, with 135,000.

Thereafter, the sequence is
Redcar East (116,000), Bishop Auckland (110,000), and Billingham (86,018).

Much more could be said, but for now this is a basic discussion document for all involved in working out the best range of public transport provision for Tees-side and the immediate surrounding areas. Looking many years ahead, we think that if and when a High Speed line 3, or similar, comes north of Leeds, our direct line(s) through Northallerton and Stockton hold more promise for high speed use than does the present route via York and Darlington. Quite a few transport amateurs in the Yorkshire area strongly advocate restoration of the line from Harrogate to Ripon and Northallerton - and this, apart from meeting local needs (as, in its own way, does HS1 between London St Pancras, Ashford and associated stations), would present an ideal purpose-built track for High Speed services to the North East generally.



Additional Tees Crossing

We are supportive of this proposal. The A19 provides a key strategic link from North Yorkshire in to the Tees Valley and onwards towards County Durham, Sunderland and Newcastle. Improving this link and addressing the key congestion issues on the A19 would be a significant benefit to North Yorkshire residents and businesses.

KRN

As with TVCA we fed back in to the development of the DfT MRN proposals. We understand the principles behind the selection of the KRN and we are pleased to see that the strategic importance of cross boundary routes between North Yorkshire and Tees Valley is recognised in the selection of your KRN.

Additional Rail Freight Capacity – Northallerton to Thornaby

We recognise the strategic importance of port facilities and major industrial sites in Tees Valley and the need to improve rail freight links between Thornaby and the ECML at Northallerton. Improved Gauge clearance is a major step to enhancing this strategic freight corridor.

The ECML to Thornaby rail line (including the freight only line bypassing Northallerton station) has several level crossings within North Yorkshire, notably in Northallerton, with some closed frequently causing localised road congestion issues. Whilst we recognise the importance of increasing the amount of freight moved by rail, we are keen to ensure that measures are implemented to reduce the impact on Northallerton. We are working with Network Rail at present to look at options for reducing level crossing down time and are keen to involve Tees Valley in these discussions.

We would also welcome the opportunity to input in to the proposals to achieve enhanced gauge clearance working alongside Tees Valley and relevant stakeholders.

Nunthorpe Parkway

We recognise the proposals of enhancing rail services linking to a park and ride facility near Nunthorpe as indicated within your draft rail implementation plan. Again we would be keen to understand these proposals in more detail as they are developed further.

Darlington Station Master Plan

Darlington provides the main access point to the rail network for a large proportion of residents in North Yorkshire- particularly Richmond and Catterick Garrison. We support in principle the upgrade of the station and enhancements to services serving Darlington.

creating a better place
for people and wildlife



Tom Bryant
Head of Transport
Tees Valley Combined Authority,
Cavendish House, Teesdale Business Park,
Stockton-on-Tees,
Tees Valley, TS17 6QY

Our ref:
Your ref:
Date: 20/11/19

Dear Tom

Tees Valley Strategic Transport Plan Consultation – Environment Agency Response

Thank you for the opportunity to comment on the draft Strategic Transport Plan.

The Environment Agency works to protect and improve the environment. We help people and wildlife adapt to climate change and reduce its impacts, including flooding, drought, sea level rise and coastal erosion.

We improve the quality of our water, land and air by tackling pollution. We work with businesses to help them comply with environmental regulations. A healthy and diverse environment enhances people's lives and contributes to economic growth.

We can't do this alone. We work as part of the Defra group (Department for Environment, Food & Rural Affairs), with the rest of government, combined authorities, local councils, businesses, civil society groups and local communities to create a better place for people and wildlife.

We have the following comments to make on the draft Strategic Transport Plan:

Executive Summary

The Environment Agency welcomes the cross cutting theme 'to deliver social equity and protecting and enhancing the environment'. We recommend you expand the 'Required Outcomes' to ensure that the existing transport network and planned investment is resilient to climate change, for example more extreme flooding events.

There is also more opportunity for transport investment to be part of the positive approach to mitigating and adapting to the climate change, for example well planned green infrastructure can provide recreation and commuting routes for local journeys in addition to biodiversity benefits. Also, strategic investment in road, rail and to unlock key sites is an opportunity to design in green infrastructure that can provide beneficial services such as sustainable drainage, air quality regulation and carbon sequestration.

customer service line 03708 506 506
[gov.uk/environment-agency](https://www.gov.uk/environment-agency)

Objectives

We welcome the environmental protection and enhancement objective and the recognition of the impact of transport on the environment. We would highlight the need for investment to ensure the Tees Valley and its transport network is resilient to impacts from the environment. Climate change will see more extreme weather events and sea level rise is forecast to have an impact on the Tees valley in the period of the 10yr Investment Plan. Whilst it is touched on in section 2.3 there should be more emphasis here.

Major Roads

The Tees Tidal Flood Risk Management Strategy was first published in June 2009, and informs the Environment Agency's investment planning in the Tees Estuary. The Strategy aims to provide a sustainable, cost effective plan for managing flood risk within the Tees Estuary over a 100 year period. It assessed potential interventions to manage flood risk in eight independent 'flood cells' or key locations and the Portrack area was one of the key locations considered. The Environment Agency considers that intervention is required within the time horizon of the Strategic Transport Plan to manage the current and the anticipated future level of flood risk in this area.

Flood risk intervention in this area will have benefits for the New Tees Crossing and Portrack relief road projects in the Strategic Transport Plan. We would welcome further discussion to align scheme development in this area to maximise the transport and environmental benefits from these all these projects and the potential for cost savings.

Local Journeys

The Environment Agency welcome the promotion of less carbon intensive modes of transport through better infrastructure and through behavioural change projects. There should be greater recognition of the role well designed green infrastructure can play in providing safe networks for local journeys alongside environmental outcomes.

Organisations across the environment sector are actively engaging in their environment a range of communities in the Tees Valley, e.g. the engagement work of the Environment Agency and Local Authority Flood Risk Resilience Officers or the Tees Valley Nature Partnership people led approach supported by the National Lottery Community Fund. Increasingly what is most engaging communities is the climate emergency, where there are clear links to transport. There is potential to align this engagement work with behavioural change projects in the Strategic Transport Plan and we would welcome further discussion.

Delivering social equity and protecting and enhancing the environment

We broadly support the analysis of the risks and opportunities for transport investment to improve the environment in the Tees Valley. However, as in the executive summary, what is underplayed is the risks to the existing network and planned investment from climate change and the need to invest to improve resilience, in certain locations, within the time horizon of the 10yr investment plan.

UNCLASSIFIED

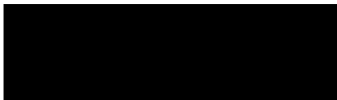
Responsibility for this is shared across a number of bodies including the combined authority, highways authorities and the Environment Agency and we need to continue to work together.

Future Changes

The recent 25yr Plan for the Environment and the emerging Environment Bill are signposting changes in policy to adapt and mitigate climate change and to protect and enhance the environment. In particular, the principle of biodiversity net gain for new developments.

We welcome recognition of the emerging Tees Estuary Habitat Bank in the Freight Implementation Plan. Public, private and third sector partners have been working together in the Tees Valley on this pilot. The work to date, and continued investment in this pilot, will put the combined authority area and the Strategic Transport Plan in a good place to respond to future changes in environmental legislation.

Yours faithfully,



Loftus Town Council considered the Strategic Transport Plan at a Planning Meeting of Loftus Town Council on the 17 September 2019.

Members consider the priority for Loftus Parish are improvements to the bus service. A more reliable and faster service is required to connect Loftus Parish to centres of employment, education and recreation.

Thank you for the opportunity to comment on the "Draft Strategic Transport Plan" and "The Bus Implementation Plan".

We are greatly encouraged by the assertion that sustainable modes of transport are at the forefront of future planning across the Tees Valley area. We are fully supportive of the document and the aims within. We are pleased to see the commitment to improving journey times for buses and the recognition of the value buses bring to the local economy, and the resultant opportunities they can deliver to social mobility and social inclusion.

We would be keen to ensure the link between local planning applications and public transport links are made stronger than is noted in the document. We believe it is fundamental to ensure sustainable transport is considered and promoted as a credible alternative to the private car as and when new developments are being planned, and as they are delivered. Placing sustainable modal choices at the heart of the planning process ensures that wider economic and social aspirations can be met, and that such investment is "front loaded", and enabled as vital levers in realising sustainable development, and encouraging virtuous change.

Allied to this, we would also wish to see a strategic plan which incorporates park and ride and mini transport hubs around the Tees Valley region. We believe this element would widen the overall appeal of the public transport offer, and ensure communities and commuters have greater opportunity to consider public transport for at least part of their journey, thus negating the demands of additional traffic within our town and district centres. We also consider that such an option would allow for a more stringent parking regime within town centres, enabling greater opportunities for the public realm.

Stagecoach is committed to working with Tees Valley Combined Authority to ensure the aims of the strategy and the region are delivered.

Thank you for your email of 5th September enclosing the Strategic Transport Plan, which I opened and circulated to our members the following day. This gave little notice for our members to attend the consultation (listed in the plan) in Darlington on the 9th September. We are clearly disappointed to have missed this and would wonder how these events were planned and advertised. NPC are still very interested in being involved in the consultation process and as such are there (other than the consultation questionnaire) other steps that we can take, so that a meaningful consultation is still conducted within our parish boundaries. Whilst we recognise that Neasham is a marginal rural village and is not as remote as some villages within the Tees Valley catchment area, we feel that the parish/area chosen for the pilot project should be as typical as possible in respect of rural transport issues.

We are currently canvassing our parishioners to establish their preferences in respect of public transport within our area and hope to have the results summarised and tabled at our next meeting on the 7th October. Additionally we are reminding our members to complete the TVCA consultation questionnaire and it would be helpful to know the deadline for its return,

Page no. etc.	COMMENTS ON TEES VALLEY COMBINED AUTHORITY'S STRATEGIC TRANSPORT PLAN & SUPPORTING DOCUMENTS
All plans	<p>Photographs</p> <p>Not captioned. As a resident of the Tees Valley for 40 yr I can identify most of the places, but this would not be so for every reader. It is not clear for what purpose each photo is intended. E.g., is it:</p> <ul style="list-style-type: none"> • To illustrate a problem? • To illustrate a facility which is not a problem? • To show what currently exists (e.g., A19 Tees Viaduct on pp 4 &5 of main plan)? • To show what is proposed (e.g., 2nd A19 Tees Viaduct on pp 27 & 28 of main plan)?
Supporting documents	<p>Action Plans</p> <p>Where the date under “Timescale” is now in the past, it is not clear from the table whether the action has actually happened.</p>
Main plan	<p>Page Numbers</p> <p>Pale colour on darker difficult to read</p>
Main plan p11 & Bus Plan Chap. 7 Action (14)	<p>Airport Implementation Plan</p> <p>Not stated where “business case for the operation of the airport” may be seen or when “further detail of the proposed improvements around access to the airport” will be published.</p>
Main plan Chap. 2.1 on p14	<p>Deprivation</p> <p>Fails to mention that there are wards in Stockton Borough which are in the 10% most deprived in England.</p>
ditto	<p>Typo</p> <p>Under 3rd bullet point, “car,t” should be “car”.</p>
Ditto, also Main plan Chap. 2.2 on p16, Freight Plan Chap. 3 on p19 & Chap. 6 Actions (8) & (9) on p27, also Rail Plan Chap. 3 on	<p>Rail-borne Containers</p> <p>“Container traffic heading either north or south is currently impeded by some of the existing rail infrastructure which cannot accommodate the higher cube shipping containers carried on standard rail wagons.” Not long ago the overbridge</p>

<p>Main plan Chap. 3.1 on p22, also Rail Plan Chap. 4 on p18</p>	<p>London Passenger Trains</p> <p>“East Coast services will increase in frequency through Darlington and to Middlesbrough”. There are currently no through trains serving Middlesbrough, so this would be clearer as “East Coast services will increase in frequency through Darlington and will extend to Middlesbrough.”</p>
<p>ditto</p>	<p>Northern Powerhouse Rail</p> <p>There are no captions below the train & clock symbols in the infographic. If these have the same meaning as in the HS2 diagram above, I assume that “0.70” & “0.80” mean minutes. As there are 60 min. in an hr., to be consistent these should be expressed as “1.10” & “1.20”.</p>
<p>Main plan Chap. 3.1 on p22</p>	<p>Graphic Design</p> <p>It is difficult to read the white lettering superimposed on a monochrome photo of Yarm Viaduct which contains patches of very pale blue.</p>
<p>Main plan Chap. 3.3 on p32, also Rail Plan Chap. 5 on p32 & Chap. 6 Action (4)</p>	<p>Eaglescliffe Station</p> <p>“Master Plans for ...Eaglescliffe ... stations are developed further” – I would have liked more detail of the Master Plan & the justifications, especially as proposals had already been announced. There are a number of advantages to having a car park on the W side (accessed from Durham Lane) & a new footbridge (with lifts) connecting the platform with both sides of the tracks.</p> <ul style="list-style-type: none"> • Direct access for business people from Durham Lane Business Park to through expresses to London (as already pointed out by the TV Mayor) • Access on foot & bicycle from existing & proposed housing estates off Durham Lane to Eaglescliffe Station & Station Road shops & buses on Yarm Road • It would fill a missing link in the route I mention under “Working with Tourism” (above). • The recently extended station car park is already used to capacity. <p>In Stockton BC’s Local Plan substantial land has been zoned for housing on the W side of the existing built-up area of Stockton. Residents there & of adjoining existing estates would be able to access trains without going through built-up areas on Yarm Road.</p>
<p>Main plan Chap. 4.1 on p45</p>	<p>Public Transport Operators</p> <p>“... rail services are provided by franchisees...” – this is not true for all passenger train operators in the Tees Valley, as Grand Central do not have a franchise, but are Open Access operators.</p>

<p>Bus Plan</p>	<p>Hospitals – I see no serious consideration in the Bus Plan of bus routes to serve patients, staff & visitors. Our 4 largest hospitals – Darlington Memorial, N Tees, James Cook & Hartlepool – are all a bus-ride away from town centres. Some specialities for a wide area are increasingly concentrated in one of these hospitals, resulting in patients & visitors needing journeys to other than their local hospital. Few have the luxury of a through bus or train. It is vital that there be communication between the NHS authorities and those who design & run bus services.</p>
<p>Bus Plan Chap. 6 on p19</p>	<p>Passengers with Disabilities</p> <p>This is vaguely covered under “Equalities”. Provision for passengers in wheelchairs or affected otherwise by their disabilities is a frequent topic at Stockton Borough Public Transport Users Forum. I would have expected a declaration of policy & practical suggestions about such passengers.</p>
<p>Bus Plan p9</p>	<p>Concessionary and Discounted Travel Schemes</p> <p>“...permitting free travel before 09:30 on payment of a flat 30p fare.” If a 30p fare must be paid it is not free travel, but discounted.</p>
<p>Bus Plan Chap. 4 to 6 on pp14 to 19 & Chap. 7</p>	<p>Delivering a more integrated public transport system</p> <p>Actions required (p14) include “Creating physical interchange facilities between bus and train where it makes sense to do so; Improving walking links between stations and bus stops; ... Co-ordinating rail and bus services.”</p> <p>Aspirations include “Better integration between buses and trains” (p15).</p> <p>Schemes for Local Rail Services include “We will work closely with the rail industry ... to ensure that bus services are well integrated with their improvement plans. This will include a range of initiatives from investing in large scale infrastructure projects like Darlington and Middlesbrough stations”.</p> <p>Action (12) “Improve interchange facilities between bus and rail” & Action (14) “Work with bus operators to improve integration between rail and bus services...”</p> <p>The above are short in detail for dealing with the considerable distances between the nodal points of bus routes in Darlington town centre, Stockton High Street & Middlesbrough Bus Station respectively and railway stations.</p>
<p>Bus Plan Chap.5 on pp15 & 16</p>	<p>Interventions</p>

Cycling & Walking Plan Chap. 6 on p19	<p>Rights of Way Improvement Plan</p> <p>Stockton BC's 2018-23 version has not yet appeared, even in draft.</p>
Cycling & Walking Plan Chap. 7 Action (13)	<p>Working with Tourism</p> <p>"Examples include ... the Darlington-Stockton Railway 200 year celebrations." The plans for these celebrations include connecting the missing links to have a foot- & cycle-path paralleling the length of the 1825 route of the line. Could this be explicit in the TVCA's plans?</p>
Cycling & Walking Plan, also main plan Chap. 2.1 on p14	<p>Safety</p> <p>There should be an explicit reference to designing out crime – how can we remove the perceived vulnerability to assault etc. of pedestrians & cyclists at various times & places, e.g., pedestrian underpasses. Liaison with police needed.</p>
Freight Plan Chap. 3 on p6	<p>Key Strengths</p> <p>Could we add the long-established experience of the TV in the safe handling of large quantities of potentially dangerous substances?</p>
Freight Plan Chap. 3 on p7	<p>Road</p> <p>Waste (at 4.9 million tonnes) is shown as the greatest tonnage "by road, either into or out of the Tees Valley, in 2016". This wording excludes carriage wholly in the Tees Valley (e.g., local refuse to incineration or landfill locally). Is this waste coming mostly into or out of the TV & is it likely to be affected by changes in waste disposal policies?</p>
Freight Plan Chap. 3 on p14	<p>Rail</p> <p>"Much of the freight travelling over this section of the network is either coal ... or biomass originating." Where between Stockton & Hartlepool does rail-borne biomass originate?</p>
Freight Plan Chap. 3 on p19	<p>Summary of Issues</p> <ul style="list-style-type: none"> • I would add the vulnerability of the A66 (W of the Tees Valley connecting our Area with the M6) to closure to HGVs at times of snowdrifts or high winds. • "Rail freight traffic generated by terminals south of the River Tees competing for capacity with passenger services between Darlington and Middlesbrough." For freight needing bigger loading gauge (such as that of Dinsdale Station bridge) this statement currently applies between Thornaby Station & Darlington South Junction. For other S-bound freight this statement applies between Thornaby & Eaglescliffe

<p>Rail Plan Chap. 4 on p24</p>	<p>Tees Valley Rail Vision</p> <p>“Indicative Services” include TransPennine serving Eaglescliffe. I support this, but with the proviso that extra parking there would be needed (see above). Currently residents of Stockton Borough need to go to Thornaby or Yarm Stations, both with car parks already used to capacity. There is no bus service to Yarm Station & passengers going there by car add to the pressure of traffic on Yarm Bridge & High Street.</p>
<p>Rail Plan Chap. 5 on p31</p>	<p>Transpennine</p> <p>“the new TransPennine rolling stock to Middlesbrough that will start operation in 2018” – as this draft plan was published in 2018 the word “will” was inappropriate. Did such new rolling stock start operating Middlesbrough trains in 2018?</p>
<p>Rail Plan Chap. 5 on p32</p>	<p>Local Rail service and network enhancements</p> <p>Marketing – without saying that any improvements to the rail system are not needed, we should not undersell the existing connectivity of the TV by rail. I myself have travelled by train in 1 day from Eaglescliffe to (respectively) Paris, Brussels, Rotterdam, Strasbourg & Nice and from Turin to Eaglescliffe.</p>
<p>Ditto & Chap. 6 Action (5)</p>	<p>Teesside Airport</p> <p>Is it proposed to have a new station at Teesside International Airport or to “re-open” the present Teesside Airport Station, which is currently closed to E-bound trains & is served by only 1 W-bound train per week. I understand that the TVCA Mayor has said that the existing station will be used at first.</p>



Tees Valley Draft Strategic Transport Plan

Who are MCIA?

The MCIA is the Trade Association representing the Powered Light Vehicle (PLV) Industry, which includes all segments that are covered within the EU L-Category regulations.

The MCIA has been established for over 100 years and during this time, vehicles in this sector have evolved from pioneers of the internal combustion engine, to providing clean and efficient personal and family transport that underpins an industry that is now worth in excess of £7 billion.

Today, PLVs are more relevant than ever, as their efficiency and size provide an obvious solution to the Government's 'Grand Challenges' regarding transport and the future of mobility. Products are increasingly zero emission.

Overall position

Powered Light Vehicles (PLVs) will make a significant contribution to addressing the nation's transport and traffic problems, offering real benefits in terms of reduced congestion, improved air quality and an affordable transport solution for those who would not otherwise be able to travel for work or study. They can also help to tackle social exclusion by actively considering accessibility for all user groups. The MCIA's overall position is set out in *The Route to Tomorrow's Journeys*¹.

On reading the Tees Valley Draft Strategic Transport Plan, it became immediately evident how PLVs can help to achieve many of the aims within the strategy. A number of examples can be seen below, however MCIA would be happy to discuss any elements further.



¹ <https://mcia.co.uk/en/the-route>

	Required Outcome from LTP	Links to The Route and PLVs
Major Roads	Deliver and maintain a safe, resilient and reliable Key Route Network for Tees Valley and a Major Road Network for the Transport for the North area – facilitating future economic and housing growth across the North	<p>The Key Route Network (KRN) as described in the draft strategic transport plan will identify key roads which are the most vital to the future growth aspirations of the area (both economically and socially). PLVs should be considered in any infrastructure changes related to the KRN. This can help with congestion and air quality as shown by research in The Route.</p> <p>Given the emphasis on both economic and social improvements, it is worth considering how PLVs can help to tackle social exclusion.</p>
Connecting Centres	Deliver and maintain a frequent, high quality, reliable and integrated public transport network	<p>Encouraging the 'Right Vehicle for the Right Journey' will help to achieve the aims for the major roads in the Tees Valley area. Cars will often not be the best choice for some of the shorter journeys which taken place and PLVs can extend the active travel options significantly.</p> <p>It is extremely positive to see PTWs mentioned specifically in the Draft Strategic Transport Plan and the expansion of the Wheels to Work scheme in the area to accommodate the growing demand.</p> <p>As mentioned in the transport plan, PTWs can offer access to areas that are not available by public transport, bicycle or foot and they can make more efficient use of the roads. This is true for wider PLVs, rather than just PTWs. Again the Right Vehicle for the Right Journey is key.</p>
	Develop and improve transport interchanges, ticketing options and information – providing a seamless integrated experience for the travelling public	
Unlocking Key Sites	Address specific problems on the major and local transport networks – providing a transport system that facilitates future economic and housing growth across Tees Valley	PLVs should be integrated at the earliest stages of development to ensure the maximum benefits can be realised. As an example in The Route, we suggest working with businesses to establish incentives for staff to use PLVs for their commute to work. This would be particularly beneficial in areas where congestion is high. We understand that there are several major employers in Tees Valley and these could be ideal for pilot studies for staff to be incentivised to use PLVs.
Local Journeys	Deliver and maintain safe walking and cycling routes and local bus services that link housing sites to key destinations and transport interchanges for onward journeys	<p>Understanding that active travel is not always the full answer is essential to encouraging its use. Sometimes other modes of transport are needed for the first/last mile and therefore provision should be made for this. PLVs fit this role perfectly.</p> <p>It should also be noted that active travel does not always provide the answer for some people. As an example in the Draft Strategic Transport Plan, it refers to behaviour change initiatives and creating a personalised travel planning programme to support youth employment. In The Route we look at how a barrier to employment/apprentices is the lack of access to transport. Sometimes shifts mean that they cannot rely on public transport or the distances do not make walking or cycling viable options. Including PLVs in the Personalised Travel Planning programme would be advantageous.</p>
Delivering Social Equity and Protecting and Enhancing the Environment	Improve access for those with physical disabilities, mental health conditions, learning difficulties and those with sensory impairment	It is vital that vulnerable road users particularly, but all road users more widely are considered. Within the campaigns mentioned in the draft strategic transport plan, it is crucial to ensure that all road users are aware of PLVs, regardless of whether that is the main emphasis of the campaign. General road user awareness is lacking across the country and is key to improving road safety.
	Deliver measures to improve local air quality, minimising the emission of nitrogen oxide, nitrogen dioxide and particulates; and reducing carbon emissions and the contribution of transport to global carbon levels	
	Reduce noise and vibration from transport	
	Protect and enhance Tees Valley's built and natural environment	
	Improve equality of opportunity for more remote and deprived communities and enhance health and wellbeing	Out of the 13 PLV products that we had on display at the launch of The Route, 11 were electric so encouraging the use of these will help Tees Valley to reach their goals in relation to air quality and noise for example.

Draft Strategic Transport plan consultation- North East England Chamber of Commerce

“To provide a high quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley.” This vision closely correlates with the needs of businesses who need staff and clients to be able to easily access their business and have reliable freight access to move goods around Tees Valley.

The aims of looking at how improved transport connections can help to improve access to employment and training, economic growth and new housing, and help the environment are all important.

In terms of social opportunity ensuring that young people are able to access schools, colleges and universities in Tees Valley as well as potential placements with businesses in the area is essential in increasing employment levels and decreasing the skills gap.

Connectivity is key for economic growth; reliable connections will help to encourage investment in sites such as the South Tees Development Corporation and increase businesses global reach with easier access to Teesport and Teesside International Airport. Rail access both around and in and out of Tees Valley has often been mentioned by our members as a key priority and is a key part of our Fast Track East Coast campaign to improve the East Coast Mainline.

The clean air proposals in Newcastle have seen air quality and wider environmental issues become more pressing for businesses. A recent report by the Chamber and Womble Bond Dickinson highlighted decarbonisation as one of the key issues raised by members. Having a strategy around electric vehicle infrastructure and ensuring that there are reliable alternatives to using a car were all mentioned by businesses.

In terms of priorities within the strategic plan, rail links within Tees Valley and to the rest of the country are a high priority for businesses. Ensuring that there is reliable rail access for passengers will help to encourage investment and economic growth through the redevelopment of Darlington and Middlesbrough stations and for people to use the train rather than the car to travel to meetings. Making Tees Valley more accessible will also help with social opportunity ensuring that people without cars are easily able to travel around Tees Valley and the rest of the North East to access colleges and new job opportunities.

The Chamber as part of our fast Track East Coast campaign have been arguing for investment in the East Coast Mainline including at Darlington station to allow for a more frequent local access around Tees Valley and to open up capacity for more longer distance services including Northern Powerhouse Rail and HS2 stopping at Darlington in the future which will help to better connect Tees valley to the rest of the UK and create new trading opportunities.

Improved rail freight access is also crucial for the economy and international trade, continued growth at Teesport is dependant on businesses being able to transport their goods in and out of Tees Valley. Freight access will also be essential for securing investment in key sites such as the South Tees Development Corporation.

Congestion pinch points on local and national roads are also a high priority for businesses, the A19 is key for our members is to access Tees Valley along with the A66 for East-West access. Highways England are already undertaking work on these routes but continued investment in essential. In the

long term a new Tees Crossing will be essential on reducing congestion and creating a more reliable route in and out of Tees Valley.

Better transport interchanges and ticketing options are also essential for first and last mile journeys from rail stations or airports. Better journey information across different modes will allow people to easily plan their journeys and to access different areas of the North East. Having a bus and local rail strategy aligned with mobile ticketing options will help to encourage people to use different modes of transport. Better digital journey planning across different modes on one single site would also allow passengers to better deal with any delays by factoring this into their plans. Ensuring that there are flexible tickets across different modes will help to improve access to and aid the development of Teeside airport with improved surface access and people being able to easily access the rest of the region from the airport.

Using new technology including the looking at the potential further roll out of on demand bus travel based on trials in some rural areas will also help to encourage people to use new forms of transport.

Providing a plan for Teeside International Airport including key surface access improvements such rail links from Darlington to Teesside Airport station is also an important next step in the redevelopment of the airport.

The Chamber will continue to work with Tees Valley Combined Authority to create a connected North East and to grow the region's economy.

Tees Valley Strategic Transport Plan comments – [REDACTED] – please note that these comments are on behalf of Darlington Green Party

Reading through this plan - along with the Draft Implementation Plans – there is no consideration or inclusion of a climate emergency. This is a serious oversight as the strategic transport plan, and transport in general, will significantly impact on the environment now and in the future. There is no mention of environmental impacts and assessments throughout the whole document, or whether these will be conducted re. any of the transport proposals. There is little or no reference as to how the facts and figures have been arrived at, with exception to reference to the 2011 Census. Also, the impact on local communities is not mentioned, of developing more infrastructure to implement this plan – it is well known that trunk road (and rail) infrastructure may divide communities via physical, psychological and danger barriers, where implementing more sustainable and active transport corridors where communities are more protected from the noise, pollution and danger of fast vehicles can regenerate communities.

There are many problems with this plan, both in the accessibility of the information / language used (written in “Government-speak” rather than Plain English, and making it unnecessarily lengthy, so it’s hard for non-specialists to decipher what is important. This means it takes a long time to get to the specifics of the plan, having to wade through so much dialogue that puts off the majority of the general public whose lives will be seriously impacted by this transport plan. Plus there are Draft Implementation Plans outside of this main document that really should have been included (concisely) in the main body of the report in the relevant sections, so that these specific areas could have been considered in their entirety, rather than those being consulting having to do additional reading separately.

p. 5, Executive Summary

- This plan states that 31% of households have no car, 87% of Tees Valley (TV) residents work within the TV, and 73% travel by car – which is very high compared to the norm – yet despite this, claims that only 9% of TV CO₂ emissions are from transport compared to the national average of 27%. There is no reference within the document showing how these figures have been arrived at, so there is no way of verifying or disproving them. The above conflict suggests that they may not be a true reflection of current transport across the TV. The figures are also not broken down into specific areas of the TV so that they may be matched with unitary authority figures.
- The plan states that there were 28 million bus journeys in 2017/18, but this is a 13% decrease since 2012/13. 76% of bus users are satisfied with punctuality but again this has decreased from previously. Despite 94% of the population living within walking distance of a bus stop, only 66% is within walking distance of a regular bus service – and of course this may not be a route which is useful to the resident. This suggests that the decrease in bus use is down to cuts in services, and lack of sufficiently regular services which go to destinations of need to the residents. No solution to this is presented in the plan to reverse this trend, despite an obvious gap being a needs survey: to seek resident knowledge around their existing local public transport services, and identify the destinations they desire to travel to for all their different travel reasons. This should be followed by commissioning, and publicising new bus services to meet the unmet demand, with promotional prices to encourage use initially. More must be done to serve the needs of those 31% who do not own a car, and aim to increase this percentage.
- As the 2011 census identified that only 2.1% of TV residents travel to work by bicycle, an evident solution needs to be the provision of safe cycle infrastructure protected from motorised vehicles, and ideally prioritised over motorised vehicles at side streets. If infrastructure is present and safe, people will use it, with no promotion necessary. No amount of Lets Go Tees Valley promotion will

convince people to use unsafe infrastructure where they must compete for space with much larger heavier vehicles with drivers which are often unaware of cyclists or the rules of the road which relate to them, so often result in danger or as a minimum fear, for the cyclist. As a rule, a cyclist should only be expected to share the road with motorised vehicles on streets where the speed limit is 20 mph or less. Again, such provision must aim to serve the travel needs of the 31% who do not currently own a car, and also those who do currently own one but could do most of their local journeys by bicycle if it was safe, easy, desirable and normalised to do so.

- The plan states that light vans delivering goods are the fastest growing element of the road freight sector, but there is no mention of electric vans and light goods vehicles, nor any attempt made to improve sustainability in this traffic element. Range anxiety is often present for potential electric vehicle owners, with electric vans quoted as having a range of 62-100 miles (www.buyacar.com) this will often be sufficient for "last mile" deliveries to customers after goods arrive into the area ideally by train. There are 20,000 EV charging points in the UK, but his transport plan does not mention how many of these are in the TV, whether there are any plans to increase the number and locations selected so as to enable more electric van deliveries as well as private electric car, or indeed (electric) car club ownership. This aspect appears not to have been considered in this plan. This seems to be a very important omission since it will remove dependence on fossil fuels, allow residents and businesses to travel using an energy source which is much cheaper, and also which have zero tail-pipe emissions so reducing pollution. At present the government also charges electric vehicles reduced vehicle excise duty (VED), and they may be considered for exemption for any local road tax, congestion or emissions charge, or be allowed into low-emission zones from which fossil-fuelled vehicles may be barred. There should be a real opportunity in this plan to increase the number of charging stations within existing and future infrastructure, as the demand for electric vehicles of all types (bicycle, car, van, bus and lorry) will increase and their costs decrease in future. There appears to be no plan for any financial investment into encouraging electric vehicles use or infrastructure to support their use, notably for goods and public transport purposes, as well as private cars.
- P.6 – The plan says that there has been an increase in rail travel by 10% since 2010, with more than 6.5 million rail boardings and alightings in 2017/18, and that it will improve links between the TV and the rest of the country, particularly by delivery of the Darlington Station Masterplan. However, there is far too much reliance and assurance that the Northern Powerhouse Rail and the development of High-Speed Rail will be going ahead – no alternatives are put forward for if they do not proceed. As HS2 is over budget and under review, its continuation is uncertain. These developments will also significantly affect the use of land, impact on local communities, habitat and wildlife loss, ancient woodland etc. It is unclear how such national scale plans can impact on journeys across the TV – they will not provide any extra or improved infrastructure within most of the TV zone, where people have no alternative but to drive to work because of lack of well-connected rail or light-rail infrastructure.
- The plan states that there will be an additional major road crossing of the Tees and improved east-west road connectivity along the A66 corridor from the A1 to the international gateway of Teesport. As traffic planners should well know, additional road infrastructure inevitably leads to increased demand to use that infrastructure, meaning that whilst congestion / journey times may improve for a short period of 1-2 years, the extra induced demand will then result in a worsening of the traffic situation. Clearly the additional (presumably fossil-fuelled) traffic will also worsen the carbon emissions and air pollution situation. Additional road infrastructure must therefore cease, with investment directed at measures which are more space and cost-effective, and truly ease traffic congestion by reducing the numbers of vehicles on the road, via provision of a more

desirable alternative such as frequent, pleasant and well-connected tram or light rail routes. We would have no objection to a new crossing of the Tees dedicated to a tram/light-rail service and adjoining walking and cycling route.

P.6, Unlocking Key Sites

- The plan says that it will address specific problems on the major and local transport networks, yet fails to state what these problems have previously been, or what the current problems are within the system. It must therefore be assumed that these are problems linked to excess vehicles trying to use the necessarily limited capacity infrastructure at peak times, yet instead of trying to reduce demand by providing more sustainable and space-efficient modes of transport, it seeks to increase infrastructure capacity, increasing demand so making the problem worse, and at taxpayer vast cost. There will never be enough capacity for potential demand, unless we flatten our towns and villages in favour of new roads – something few wish to see, and which would not make the area desirable for new residents and businesses. The electricity network is learning about flexibility, and that “predict and provide” is both unsustainable and comes with an unnecessarily huge price tag – the transport network must learn the same lessons, seeking to direct travel need to modes which can more easily supply it within the cost and land space available.
- The plan mentions that the transport system will facilitate future economic housing growth across the Tees Valley, yet fails to mention the specific sites where it is anticipated for housing growth to be. Herein lies an opportunity for this housing to be sustainable and powered by renewable energy – given that there is a trend towards low emission and electric vehicles it would be highly relevant for this plan to put forward that all new homes should be fitted with an electric charging point so as to enable future use and home charging of an electric vehicle, without residents having to take the initiative (and pay the cost) to install one themselves.

P.6, Local journeys:

- This section states that it will deliver and maintain walking and cycling routes and local bus services to key destinations and transport interchanges, yet doesn't specify where these routes will be. It mentions sustainable transport improvements, yet again doesn't specify what these improvements will be. This leaves the impression that these are vague and unsubstantiated platitudes rather than commitments to lock local transport providers and planners / new housing designers into key commitments across the region.
- The plan doesn't mention what it will do to improve the safety of walking and cycling facilities both during the day and at night, or how these will provide links to employment, education and housing sites. It doesn't state how it will address sex discrimination in provision for cycling, in that only a tiny proportion of current people who travel by bicycle are women often due to perceived (and actual) safety concerns, and the types of journeys women are more likely to carry out such as shopping, taking children to school etc. Solutions must be holistic such as creating a network of cycle paths adjacent to every trunk road wide enough – and with wide enough access – to allow cargo bikes to be used (to carry shopping and/or children), and ensure such utility bicycle businesses are encouraged to the region to supply the latent demand. There may also be other cultural / ethnicity / religious issues such as women of particular faith groups being barred from cycling, or taboos around walking alone etc. Ensuring walking and cycling routes are well lit and are overlooked by houses so they are safe (while vehicle access is to the outer edge of new estates only) should help reduce such concerns.

Airport

- The Teesside International Airport Masterplan is separate to this STP. Is this also under consultation, and if so when does the consultation end? P.10 states that national and international accessibility will be enhanced through additional air routes for both business and pleasure – what will the strategic transport plan do / what section covers this? There is no Draft Air Implementation Plan included in this consultation. Airport expansion will have vast impacts on the local and national environment: noise, pollution, carbon emissions, but there is no mention of this impact – details of airport plans for should be spelled out clearly here but they are not. This Transport plan states that it will provide a fit for purpose transport network for freight for road, rail, sea and air BUT this must be done sustainably, and without taking the Climate Emergency into account and putting it at the heart of the proposals in this strategy, the transport network will not be fit for purpose. The more carbon emissions are allowed to be emitted until action is taken, the more the road network will disappear underwater or be washed away in extreme rainfall events, or frozen up under extreme snowfall etc., unable to meet the needs of its users. There must be an emphasis to connect and promote the trains better so more business and leisure travellers can use rail to national destinations, or to London to connect with Eurostar for trips within Europe, significantly reducing the demand for flying, as Greta Thunberg's actions make more aware of its devastating impact, so more class it as a "sin" and choose to travel by train instead.
- Again, there is mention of support for freight and logistics to contribute to economic growth and minimise negative social impacts, but with no mention of specifics, or the environmental impacts of doing this. Improvements to freight should involve construction of a rail freight distribution terminal connected to a local electric vehicle delivery service to customers, with a renewable energy site planned as part of the site to power it.

Section 2.1, Social Opportunity, p.14

- There are a cluster of neighbourhoods amongst the most deprived nationally around the centre of Darlington. These are close to the town centre so access there should be relatively easy, and for financial reasons car ownership is low. Particularly in such areas, consider the role of buses, cycling and walking in allowing access to more social opportunities. Reducing reliance on the private car needs to be a prime consideration in all future housing sites, which should be holistically designed and located to facilitate this.

Enhancing Health and Wellbeing

- 21% of children and 30% of adults are obese, compared with 19% and 24% respectively nationally. Only 50% of adults take the recommended 150 minutes of exercise per week compared to 57% nationally and 35% are considered inactive compared to 29% nationally. Increasing walking and cycling (including to public transport stops) - free forms of exercise - is highly likely to reduce this toll on residents' health, and the resultant cost to national health budgets. There are significant health benefits to walking and cycling e.g. Darlington's Healthy New Towns initiative aiming to bring about better health and illness prevention by the way estates and areas are developed; improvement to footpaths and cycleways so that they provide complete routes to destinations; introduction of Bikeability and affordable bike schemes.

2.2, p.16

- Supporting the development of 22,000 new homes: providing large housing sites with a range of effective & efficient transport choices from the outset will be key, to cater for travel within TV and beyond. However, these homes will put pressure on existing services such as schools, health establishments – no mention is made of these pressures (whether such growth is sustainable and necessary) and ensuring journeys to such services enable & prioritise active and sustainable means.
- Supporting the creation of 25,000 jobs: car travel accounts for 72.6% of all journeys for work trips in this region (2011 census) compared to 62% nationally, and road transport will play a significant role in the region's future economy. This is not disputed, but the vision to reduce dependency on (motorised) road transport in favour of more sustainable active and public transport means is lacking. Nottingham introduced workplace parking levy on all parking spaces provided to (and customers) for free, allowing this fee to be passed on to staff if businesses wished, and used the funding raised to develop a tram network and other investment in sustainable transport. Whilst there was initially push-back against such policies, businesses now recognise the benefits and clamour for the extension of the tram network to their area.

2.3, Improving air quality, p.18

- No air quality management areas exist in the region, however such areas are only identified if pollution goes over the maximum legal levels. This should be the absolute maximum level of pollution, not the minimum level required to establish an Air Quality Management Area.
 - The trigger level for setting up an AQMA should therefore be reduced to 50% of maximum legal levels, so that air quality can be managed for improvement BEFORE pollution approaches maximum permissible / dangerous levels.
 - Pollution levels / air quality should be continuously monitored and reviewed (it is not stated how frequently levels are currently monitored), and the data collected, so factors which affect air quality can be modelled. This will allow prediction of poor air quality days, when driving – the prime source of pollution in urban areas - should be restricted, rather than the lives of those with health at most risk from air pollution, be limited or put at risk.

3.1, National Rail, p.23

- As already mentioned, there is too much emphasis and reliance on the Northern Powerhouse Rail and High-Speed Rail on supplementing critical services, especially when HS2 is already over budget and at risk of cancellation. It will also take up vast amounts of land, having a major impact on the environment, and any construction into the Tees Valley should be very carefully implemented to avoid removal of trees (particularly irreplaceable ancient woodlands), the impact on farmland, local communities and services etc.
- Any new train lines should be accompanied by parallel and crossing walking and cycling routes so these modes are improved concurrently, and options for rail or light-rail infrastructure should be considered in preference to any major road infrastructure currently planned.
- The time saving in travel to London via HS2 would be minimal due to the non-direct route taken, so it appears better value for money and less damaging to invest in existing infrastructure on the East Coast Mainline to improve quality, frequency, connectivity and price of train travel.
- Darlington is to be a key calling point for the Tees Valley for HS2 and Northern Powerhouse rail (presuming these go ahead), connecting London and Scotland, with East Coast Mainline services reported to increase in the next few years through Darlington to Middlesbrough. This will require improved capacity of the station, with the preferred solution found in the Darlington 2025 Prospectus, completed in 2017, and the Masterplan for Darlington Station: new station platforms

and buildings to allow more long distance and local rail services to stop at the station, with up to 30,000 m² of new business space created and 1,500 homes around the station. Little is stated about which land is to be used for this, how existing businesses and local communities will be affected, what the environmental impact will be, and how this development will help with the integration of Central Park with the town centre. An accessible footbridge linking the new East Side with the existing station building is to be welcomed, with an improved interchange. This opportunity should be taken to improve integration of rail services with active and public transport, ensuring safe segregated walking and cycling routes reach the station from all parts of town (without having to carry bikes up and down the existing footbridge which is not cycle accessible). Ideally no fossil-fuelled vehicles should be allowed under the covered area of the station, where pollution is often a problem: unpleasant and unhealthy for passengers. Revised car parking should show a reduction in overall numbers of spaces provided, prioritising the disabled, electric cars, car club hires and car-sharers, so the expectation is that one arrives at the station by more sustainable means.

3.2 – Major Roads, p.26

- The Strategic Road Network comprises approx. 2,400 miles of roads and carries on average 4 times as many vehicles each day per mile. In the TV the SRN accounts for 4%. A major new road network with links to economic areas for the north include the remainder of the A66, A689 and key radial routes in Darlington, A172 north-west. However, it is key that journeys should be measured as persons transported not vehicle journeys – if measured in its effectiveness at transporting people per land area, using private cars at average occupancy rate, the road network is far less efficient than using it for walking, cycling and public transport routes, and therefore these more sustainable methods should be prioritised to maximise efficiency of the existing road network and avoid unnecessary destruction of the region's green space.
- Responding to quality design and innovative technologies re. electric vehicles (p.27), does this mention how much and what infrastructure will be created to support this? It needs spelling out.
- A "mile per minute" objective for the A19 will encourage greater use of the road, so that within 1-2 years the increase in demand to use the road will more than negate any initial speed improvements and at great taxpayer cost. This is therefore not good / effective value for money: the only proven method to improve travel times is to reduce the number of vehicles on the road by investment in efficient, cost-effective, and well-connected public transport routes, so those whose journey can be served by them choose to use them by preference, and only those who cannot otherwise make their journey need to use a car, and thereby also significantly reducing emissions from transport.
- Improving the east-west A66 corridor from A1(M) with a consistent standard of route all the way to the ports of Tees, Hartlepool and Development Corporation site (what and where is this? Is this the site at Newton Aycliffe?) is stated to be provided by a new route around the north of Darlington. Where is this planned to be, and how many lanes? Amending junction 57 of the A1 so that traffic to and from the north may also use it would be far preferable to minimise environmental damage, plus a connection could be better provided by a freight rail service to prevent additional pollution and congestion on new roads by induced demand as above. This connection around the north of Darlington must not go ahead – there is very weak and limited evidence of need for it, so the Highways Agency have rightly scored it low priority for funding, as vehicles from the north bound for Teesside can already take the A689 from Sedgfield to link with the A19. The Skerningham / Ketton area is also a local nature reserve area, with local wildlife photographers identifying many key red and amber-list threatened species there. The local community will not tolerate seeing this area destroyed for a road so drivers can save a few minutes by going a slightly longer way round.

Additional efforts to reduce vehicle numbers via investment in sustainable transport – including rail freight - would also go a long way to alleviating existing transport issues in this area.

3.3 Connecting Economic Centres, p.30

- This mentions promoting car sharing and take-up of electric vehicles to reduce the impact of private car use on health and the environment.
 - Firstly this is false: users still become obese by travelling in an electric car, still risk killing or maiming other road users, still produce pollution from tyres, brake, clutch and road-surface dust, still divide the communities they pass through due to noise and fear of collisions, and still take up vast amounts of urban space that could be far better used in improving health by promoting walking, cycling and public transport (where users still get more exercise than car drivers as they have to walk to the closest stop), and re-greening streets with trees, verges, planters and flower beds.
 - Secondly, it is not stated how such promotion would occur – there is no mention of financial incentives to buy electric vehicles, the creation of infrastructure such as charging points (where sited and how many, and reasoning why?), any restriction of access to urban areas by fossil-fuelled / single occupancy vehicles. How will car-sharing be promoted? No specifics as to how any of this would be achieved is mentioned, leading to the impression that there is no substance behind these vague aims.
- P.32 - Powered 2-wheelers including motorcycles, scooters and mopeds are suggested as providing a low-cost alternative to the car for locations which are not accessible by public transport, bicycle or on foot. It is stated that a Wheels to Work scheme was established in 2018 to assist those struggling to find work.
 - However, these travel modes, whilst having lower carbon impact, are still increasing CO₂ emissions. Electric options, including electric bicycles should be used by preference in the list of vehicle options for less environmentally damaging transport modes.
 - On p.33 it is admitted that these are more vulnerable modes with higher casualty rates than other vehicles, hence the morality of promoting these is questionable. It would be better to improve public transport, walking and cycling routes instead, so that the recipients can get to work via less life-threatening methods. Demand-led public transport may be another safer option to use by preference.
- Taxis and private hire vehicles provide a door-to-door service and improved accessibility, with increasingly use of smartphones used to pay via an app. These can be green if users are willing to combine journeys with others. The availability of low-emission vehicles is mentioned, but it is not stated how many taxis operate across the TV, the percentage of low emission vehicles currently in use and aimed for, and incentives available (or regulatory “sticks”) to encourage firms to invest in low emission vehicles. It is not mentioned how they are considered to be low-emission vehicles – electric only, hydrogen-powered, or can hybrids be classed as low-emission too? Since taxis are regulated by local authorities, the aim should be that only electric vehicles will be licensed as taxis after a set date, with rolling licensing dates meaning all are electric by the end of the licensing cycle. This is likely to require installation of infrastructure such as (induction) electric car chargers in taxi ranks. It should also be specified that accessible taxis should also undergo this change of fuel, to ensure that a similar proportion of such accessible taxis remain available.

3.4 – Unlocking key sites, p.34

- Must incorporate sustainable transport provision requirements (public transport, walking and cycling provision, street design so private cars are not close to homes except those designated disabled accessible and all streets immediately outside houses are low-speed HomeZones) into all new developments such as that proposed in north Darlington, so that appropriate access, overlooking for safety, and services are fully addressed when housing and employment sites are planned and developed, with these in place prior to first occupation of the dwellings. Local Plans by each local authority area set out local planning policies and identify how land is used and give more detail re. local requirements in relation to transport, but the TVCA STP should set out overarching aims as a basic minimum that all developments in the area must meet.
- Critically, the STP should allow designation of specific car-free developments, generally high-density living, perhaps aimed at workers, small families and elderly people who do not drive or wish to drive to get around, close to urban centres so residents are easily able to access public transport, cycling and walking routes for all their journeys, or car-club hire cars for those few times they do need a vehicle. Sites for such developments should be identified in each urban area, to help revitalise failing town centres by repopulating them, and making them appealing and desirable places to live again.

p.36, Teesside International Airport

- No Draft Air Implementation Plan is included in this consultation, despite equivalent documents being available for other transport modes,
- No environmental impacts are mentioned in this section, despite air travel having a disproportionate greenhouse impact due to the multiplier effect of emissions at high altitude. This must be addressed, and the carbon emissions of all transport modes calculated, with plans for how this will reduce (with highest emitting modes reducing the most) so as to meet the government's Climate Act targets of net zero by 2050. Given this target is likely to be moved forward as new evidence constantly becomes available, plus various Teesside local authorities have made Climate Emergency commitments which already go further than national targets, it should be ensured that these can be met in the transport sector via this STP.
- The targets mentioned for the airport of 10 additional routes by 2022, attraction of a low-cost carrier by then, an increased freight tonnage of up to 500 tonnes per annum by 2023 and a ten-fold increase in passenger numbers cannot be accommodated within the above climate emergency targets. Lower-carbon travel methods must be prioritised instead of airport expansion. In addition, it is likely that governments will shortly be required to take into account carbon emissions from air (and sea) transport, apply VAT to both the cost of aircraft fuel and flights, so the days of low-cost flying are approaching an end. Expanding the airport's catchment area is likely to be unrealistic given the proximity of Newcastle and Leeds-Bradford airports, with Manchester and London airports physically further but almost as easy to access by train, and with more choice of flights.
- Instead, better connections and advertising of rail transport across the UK, and connections and through-ticket prices with Eurostar via London should be promoted for journeys which can quite easily be completed by less-damaging ground-based modes. As the Greta effect has increasingly presented flying as a "sin", ever more people choose to travel by rail for cross-European travel, and make the journey part of the holiday / trip. We should be investing in the travel mode of the future, not the polluting "low-cost sardine can" mode of the past which many also cease to find appealing.
- P.37, accelerating delivery of business sites on the north and south sides of the airport – does not state whether these are already developed or greenfield sites. New development in this less

accessible out-of-town location should not be allowed without reviving the airport station so employees can get to work, and construction of a goods yard for freight to and from the airport.

3.5 – Local Journeys, p.38

- The STP states that walking, cycling and bus trips make up a significant proportion of daily journeys across the TV. Increasing these forms of transport will reduce congestion on the road network and lower levels of pollution. However, most of this plan seems to be filled with talk of expanding the airport and roads – that will then fill up with cars encouraged to use them – so increasing pollution rather than decreasing it as described.
- It must be ensured that public transport provision is punctual, accessible, and reliable / accurate information is provided. Much info is only provided on www.connectteesvalley.com travel info portal, which is no use to those who do / can not use the internet, so this information is inaccessible to them. Paper-based information must be made available for those who need it from travel centres in each main town. This must include info about / access to ticketing options such as smart-ticketing – how to improve provision, services and access for those who do not use the internet must be looked into to ensure nobody is excluded.
- Delivering safe, comfortable and functional transport facilities, specifically interchanges with cycle hubs, cycle parking at bus stops (especially in rural areas where the distance to a bus stop may not be walkable) to allow cross-modal travel. Bus stop shelters (ideally with green roofs, as for any new travel interchanges) and electric vehicle charging points. Again, this document does not give any specifics about exactly what will be achieved and how. The needs of cyclists and pedestrians must be reflected in new development – it should be expected that these are the prime methods of travel for new developments, with limited car access to car park areas on the edge, or underground, and only pedestrian and cycle access to front doors (except for homes designated for disabled).
- P.39 – improve existing infrastructure to reduce the number of cyclists and pedestrians killed and seriously injured, delivery of training and awareness initiatives. We strongly welcome the development of safe segregated cycling and walking routes, adjacent to all major trunk roads and additionally in place of cars on what were previously minor roads – these should have priority over side roads at junctions. What the training and awareness sessions are is not stated, but such sessions for the road users which cause the most risk / danger to others i.e. motorised vehicle drivers would also be strongly welcomed. As has been demonstrated in trials elsewhere awareness sessions e.g. swapping HGV drivers and cyclists, and training to ensure the major proportion of drivers carry out Bikeability training so they know how cyclists are advised to cycle safely on the road and how to negotiate safely around them is key to keeping vulnerable road users safe.
- There is however no mention of increased enforcement by police and traffic wardens of dangerous driving and parking behaviour – it has been widely shown that without fear of being caught, many drivers will not drive carefully / safely around more vulnerable road users and will use brute force to claim right of way which is not legally theirs. ANPR, or CCTV should be used to automatically record traffic offences such as unsafe overtakes / close passes, aggressive / intimidatory driving, and running red lights. Driving safely must be the assumed default, with illegal driving – which causes danger to other road users – resulting in a fine as a default and further action if persistent.
- Improving public access to bicycles through innovative solutions with the private and third sectors – again it is not spelled out what these solutions might be. How will it be ensured that charging is fair and affordable to enable use by those on lower incomes? How will it be ensured that such schemes meet the needs of the majority of people who do not own a bicycle but would like to ride one if

facilities were available and safe? Council-run schemes may be the only ones large enough in scale to meet the wider need.

- Bullet point 7 about decreasing the environmental impact of road freight doesn't make sense. Its impact should be reduced by moving as much road freight as possible onto rail, with last-mile delivery by smaller electric vans.

3.6, Delivering social equality, protecting & enhancing the environment, p.41

- It's good to hear that social equality initiatives target disabled groups to enable accessibility and affordable door-to-door journeys, but it would have been good to see more detailed info on how this is planned to be achieved. Demand-led bus services have been mentioned elsewhere, which could achieve this, as could the promotion of disabled-adapted utility bikes, trikes etc. such as those offered by Get Cycling in York, so that the disabled are enabled to cycle easily where they may have problems walking. In order for this to be the case, it must be ensured that ALL cycle infrastructure is accessible using a disabled-adapted tricycle, a cargo bicycle with box / seats in the front and by a regular bicycle fitted with a trailer behind. Many existing cycle facilities have access points which prevent access by such wide and/or long bicycles – these measures preventing access by legitimate cycle route users must be removed.
- The individual implementation plans are mentioned in relation to encouraging use, but this plan lacks any specifics about them, particularly no air transport implementation plan apparently in existence (or if one does exist, it is not linked to / advertised as part of this consultation, a notable gap!).

3.6 - Built environment, p.42

- It is good that Life Cycle Management is mentioned, considering the prudent use of waste, supporting reuse and recycling, but again it does not state any specifics about what will be done to ensure this happens. For example use of sustainable building materials such as reused road materials within road-building aggregate for example? Some bicycle repair, re-use and recycling charities do already exist in the region, but these are not of the necessary scale to have any significant impact at a strategic level without significant promotion action and funding to enable this.

Natural environment, p.42

- As per the general theme, more detailed content would have been welcomed on definite actions which would be taken to reduce the impact of transport on habitats and species, rather than just examples. It states that sensitive areas will need to be managed carefully during development of infrastructure, but does not say how this will be done or how often monitored, or who would do this. Also, who would be carrying out the land use assessments to determine the best sites for development / regeneration, so as to avoid any vested interests?
- The plan states that it recognises the importance of SSSI's, National Nature Reserves, local nature reserves etc. but will only commit to avoiding or minimising any adverse effects "as far as possible". Sensitive natural environments and the habitats of critically endangered species should be out of bounds to development (whether housing, business or transport routes). With ecological collapse at various tipping points due to land loss, agricultural practises and worsened by climate change, additional loss of such critical habitat can no longer be tolerated. Alternative travel modes and routes should be developed in order to leave adequate space for nature. It is not possible to

mitigate or compensate for the loss of established prime diverse habitat by provision of what can only be a poor imitation elsewhere.

- The plan does not mention the impact on local communities if nature sites are built on – reduced outdoor exercise and associated reduced physical and mental health outcomes, increased stress, and increased flood risk if areas are tarmacked over. Currently it sounds as though economic growth is the only factor considered important, even if this comes by reducing the quality of life of existing TV residents and maintaining the natural ecology of the area on which we depend.
- Existing legislation is mentioned, however this is widely ignored e.g. the Wildlife and Countryside Act 1981 with a recent spate of developers cutting down trees / hedges during nesting season (without checking for nests) and netting hedges to prevent nesting (or trap and kill those birds already nesting), felling of trees protected by TPO's. There must be much greater commitment to enforcement of such existing laws in transport developments, as there has been significant loss of trust of the authorities on this matter as far as the value of such laws if they are never enforced.
- Many statutory and non-statutory sites in the TV are mentioned, protected for their importance for nature conservation, such as Special sites for conservation, Special protection areas, core breeding and nesting sites for rare and threatened species, some rare natural habitat types along with SSSIs, NNRs, LNRs, CINSs and green spaces that support wildlife and enhance wellbeing of the local population, but the plan does not set out how these will be protected from transport impact, or enhanced. Salt used on roads is a key pollutant which may enter watercourses and damage nearby sites, road-kill of wildlife is a significant problem, as is pollution and rainwater run-off from impermeable road surfaces – all these risks and more need to be addressed.

Sustainable transport, p.42

- It is disappointing that in this whole document there is only one paragraph on sustainable transport. "Always seeking to incorporate provision for such transport modes wherever possible" seriously lacks commitment – it is always possible with the political will, yet this plan does not appear to have it. In the real world of tax-payer funded risks and cost-benefit analysis, if a transport method is not sustainable i.e. continuable indefinitely without damage to the livelihoods and life chances of current and future residents of the TV region, it is a damaging high risk so MUST NOT continue to be developed or funded by the TVCA. This must mean NO new development for use of the private car. There is sufficient road space already in existence but it must be freed up from congestion by projects to reallocate space to other more sustainable modes, which also have much higher efficiencies in terms of people transported per unit fuel and per unit of area.
- Demand / need studies must be carried out to identify travel routes, with the aim of developing sustainable travel modes to meet the majority of these easily, cheaply and conveniently via public transport and other mixed-mode journeys.
- There is detail re. economic growth and transport infrastructure but with an integrated sustainable transport policy this would be addressed much more – this plan doesn't go far enough e.g. we should be designing developments of housing, businesses and services so as to minimise transport need, maximise the opportunity for sustainable and active travel, and only as a last resort provide other services for those who have no other option but to drive (via indirect routes to keep them away from vulnerable road users for safety reasons, the more sustainable modes being are provided the shortest most direct route so as to make them the most convenient and fastest travel mode to use). This plan really needs turning on its head so that driving is seen as a last resort and evidence of failure to provide adequate other healthier and sustainable modes of travel.

- There's not enough learning from other parts of the UK and other countries regarding providing integrated sustainable transport – Seville dramatically increased cycling by rolling out a vast network of safe segregated cycle routes across the city over only 3-4 years, Nottingham and Edinburgh have introduced trams for fast, sleek, desirable and affordable travel across these cities, Nottingham's funded via a workplace parking levy and ensuring that all drivers pay the true cost (including obesity and pollution impacts to NHS, risk of death and injury as well as road resurfacing) to park their vehicle in public space, of course Holland, Germany and Denmark designing cities where it is safe and normal for the majority of people to cycle, walk and use public transport for their journeys, but also schemes in the UK like mini-Holland in Waltham Forest.
- Also, not enough learning about how climate change affects our transport network. Extreme weather of all kinds is increasing, and we must be designing our transport networks to be climate resilient. Currently the road (and sometimes rail) network frequently disappears under water, so SUDS such as rainwater attenuation tanks must be fitted under all new road infrastructure to reduce flooding, and ideally with wetland areas to take rainwater run-off. Such measures are likely to need to be retro-fitted to existing road, rail and cycle routes which regularly suffer surface-water flooding. Extreme heat is likely to melt roads and result in health issues as commuters overheat – this will require a significant tree-planting drive along all routes in the TV region to provide shade and cooling, again reducing energy for air conditioning of vehicles.
- Rebalancing of priorities to reduce discrimination, as transport use changes: As proportions of people walking and cycling increase, gritting of pavements and cycleways should be prioritised over that of motor vehicles where occupants are protected by safety features. The current treatment regime is discriminatory since it prioritises safety of predominantly male journeys (men tend to drive more than women) yet leaves journeys made by more women (walking or cycling children to school, to work, to the shops) unprotected. It also disproportionately “traps” the elderly – who are more likely to have given up driving – in their homes in winter if they are unable to safely use the pavements due to the lack of gritting. Smog days are likely to increase on warm still days, and programmes should be developed to offer free public transport and severely restrict driving on such days, accompanied by advertising that people should not drive unless it is an emergency – it is irresponsible and again discriminatory to expect that it is ok to restrict the activities of those vulnerable to air pollution so that the major polluters can continue to drive as usual.
- Alternative fuels: it is stated that electric vehicles are becoming more common. They cannot yet be described as common since they are far more expensive than fossil-fuelled cars. This shows a worrying reliance that technology will save us. Electric vehicles will generally only be affordable for the richest, so alternative public and active transport methods must be enabled so that electrified public transport and good old-fashioned exercise are the major fuels used.

4.1 – Working with partners, p.45

- Private sector developers have to deliver what improvements to mitigate negative impacts of their developments? There needs to be some independent body overseeing this to agree a fair and sustainable settlement - particularly as relates to sustainable travel modes as new routes will need to be created through existing areas to serve a new development - rather than being in-house by the developers or in agreement with the local authority for whom unfortunately sustainable travel may not be a key priority.
- This section does not state what range of transport options will be in place. This needs to be part of the legal contract that these be in place before a development goes ahead (or the first homes are occupied) and new residents directed to use them as their normal travel mode - new travel habits

are often formed on moving house, whereas habits are harder to break when ingrained for years – to significantly move forward with sustainable travel.

4.3 – Local Implementation Plans, p.46

- Air Quality Action Plan is not a statutory requirement within the Tees Valley. However, despite having no statutorily required designated Air Quality Management Areas, that does not mean we should not monitor air pollution and seek to reduce it where levels are highest, to improve health and wellbeing of our population. It is stated that in the Tees Valley there is a commitment to improving air quality and roadside nitrogen dioxide hotspots, yet it doesn't say where these are, their cause, how they are measured, who oversees this, nor what is being done about it. Without local AQMA's (or voluntary equivalents), plus associated enforcement, it seems nothing is being done – this needs significant commitment to improve air quality via better and more transparent monitoring (make results publicly available), identify locations with issues and their causes, and actively manage them to make improvements. There seems a current lack of commitment to take air quality issues seriously, despite thousands of early deaths nationally because of them.
- Future changes, p.48 – this lists the factors that could impact the transport system in the future, but don't state what measures are being put in place to address them – forward planning / prevention is far more successful than reacting to changes after the event. There needs to be risk impact assessment. Particularly climate change involves significant risks to the transport network as already discussed, extreme rainfall, cold, heat, drought (roads cracking), storms (felling trees and electricity lines across routes) – the public should know what action is being taken.
- Particularly missing is drainage from impermeable transport infrastructure – flood defences, rising sea levels, improving storm rainfall attenuation to prevent surface water flooding via SUDS and wetland creation. Not building on flood plains must be a key starter, as transport links (and any homes and businesses) would clearly be flooded, where transport routes across flood plains are absolutely necessary, action must be taken to minimise impact on the function of the flood plain so flood water still has somewhere to go without worsening flooding elsewhere. The creation of wetlands to hold back floodwater where it will not cause damage could be key, particularly working with the Discover Brightwater organisation in the Skerne catchment area, and Environment Agency catchment management programme on the Wear. There should be an emphasis to improve water permeability and retention so e.g. new tram / metro / light rail routes should be grassed and tree-lined. Climate change is already significantly increasing this issue, and will worsen it further, we must address this, as well as ending our transport fossil fuel emissions which cause it starting now.
- There is no mention of sustainable infrastructure, pedestrian and cycling bridges, green bridges, carbon neutral fuels, making low-carbon travel the priority in the travel hierarchy, using more sustainable materials such as reuse of road aggregates, and ensuring all travel corridors have green space built in to shade them and absorb rainfall and pollution as well as for visual appeal and healthy community building.
- There is no mention of an environmental management system in place. A particularly massive flaw given recent extreme weather is the lack of taking into account the climate change impact on transport infrastructure – we have a climate emergency yet there is no reference to it. In summer 2019 a new International Standard, ISO 14090 "Adaptation to Climate Change – Principles, requirements and guidelines" was created – this describes international best practise for adaptation that transport infrastructure (and all other sectors) should use to develop their own adaptation plans. Currently much infrastructure is built to technical standards which relate to past climate not to the future one. ISO 14090 will permit users to assess impacts on the infrastructure

and entire transport system and supply chain from the future climate perspective (UN Conference on Trade & Development). For example designing vehicles and infrastructure so they are safe: bridges can carry extra drainage to carry floodwaters; cranes and bridges resistant to wind loads – we need new technical standards which factor in climate change, and these must be developed at regional level if central government is slow to produce them, or risk disastrous failure of our transport network. A network which fails to take known future risks into account and seek to mitigate and adapt to them could not be described as “fit for purpose” as per the overall plan aim.

List of Draft Plans:

- First to note is the lack of draft plans that should be there. There is no mention of an Environmental Impact Assessment of this STP – it may be that the Integrated Sustainability Appraisal Report and its appendices covers similar material, but it is essential that as the manufacture, transport of materials, machinery and tools used in construction of transport routes uses vast quantities of fossil fuels, as well as significant amounts of air, soil and water pollution, plus millions of tonnes of waste to landfill, that such impacts of the transport network are assessed properly somewhere within this plan. If these are not covered in the Sustainability Appraisal report, then a full and proper assessment including embedded carbon and resource emissions must be carried out.
- Transport networks within new developments must be innovative, to find alternatives to the way they build to direct people to use most sustainable travel first, but also using green renewable energy sources, adopting non-polluting practises and materials being reduced, reused and recycled (in that order). With the UK construction, operation and maintenance accounting for 48% of the UK's carbon emissions – a large proportion of which will come from new transport infrastructure construction – the time is now to significantly reduce this impact.

Across all transport modes, as well as prioritising modes with lower negative environmental, health and social impacts, i.e. active and public transport, the prime drive should be towards electrification – particularly public transport where the vehicles are owned by a more limited number of operators more readily controlled / influenced by the TVCA. The region should aim for the upgrading of trains and buses in the Tees Valley area to be fully electric, or as a minimum hybrid, so as to reduce transport emissions and enable the use of the increasing amount of renewable electricity on the national grid. The region should also plan to install solar (and/or wind) farms adjacent to rail (and any tram) lines to power these, as has been demonstrated in the South East, and other large transport depots where electric vehicles will be charged (as well as to meet normal business electricity needs).

In the **Roads Implementation Plan**, it says "The needs of all road users will be considered in development schemes, although it is recognised that balancing conflicting demand for road space will be necessary". It doesn't say what principles will be used when balancing the conflicting demands – there needs to be a statement saying that life-threatening importance issues such as climate impacts and health and safety (including air pollution and the risk and impact of collisions) will be given highest priority; issues such as land space, fuel and resource efficiency given high priority, with other issues such as speed (often used as a mistaken indicator for convenience, but people cannot do other things such as reading whilst driving) given lower importance when allocating road space. There is no evidence that prioritising the former issues negatively impacts on economic growth, indeed improved space resource efficiency should significantly increase profitability, and a very large body of evidence shows that not dealing with these highest priority issues will very seriously impact on the economy of the region.

In the Bus Implementation Plan,

- There is no mention in the strategic aims that supporting improved and innovative – perhaps electric – bus infrastructure might help to bring inward investment of manufacturers or services to the Tees Valley. Sustainable transport is a key driver of investment.
- This plan states that the Tees Valley has comparatively low levels of car ownership, at 31% having no car compared to 25% nationally. This is unsurprising given significant pockets of deprivation in the region, where people could not afford to run a car. Buses allow people to participate in the economy with very low initial investment (much lower than to own or lease a car), so investing in this travel mode democratises the economy, opening up participation to a far wider field of society, with ideas and skills to contribute – again, delivering this social equality helps to drive a thriving, vibrant and innovative economy that is appealing to inward investment. Investment in transport as a whole should prioritise access to participation in economic activity, social services and leisure activities to lowest income groups, hence travel modes such as buses and other public and active transport should always be prioritised over investments in roads for the private car.
- Buses are the main mode of public transport in the region, representing 81% of public transport journeys – this is unsurprising given relatively poor rail connections across the region, and no metro / tram / light rail provision – this proportion would therefore be expected to decrease in future as a result of better diversification of public and active transport options, but there should always be the aim of increasing numbers of both bus users and public transport riders in total.
- The role of buses in general should be properly advertised and championed, for example the report states that research suggests 1/3 of visitors to Darlington arrive by bus (source not referenced) but many shop-keepers are not aware of this so incorrectly fear that any restrictions to private car access will negatively affect their business – if the actual situation was known, this would be less of a concern, and policy could be properly based on the facts rather than popular misconceptions.
- It is stated that buses work most efficiently when they transport people along the busiest transport corridors. This therefore means that those in small villages adjacent to major routes are unlikely to be served, hence safe walking and cycling routes (and secure cycle parking at bus stops) should be provided to enable people to access bus services by a combination of modes. It should also be an aim that the busiest transport corridors should have space on them re-allocated specifically for bus lanes, perhaps by narrowing other vehicle lanes, or making certain routes one-way for private motor traffic, so as to give them a speed advantage over gridlocked motor vehicles.
- 2. Paragraph 6 recognises that buses that are high quality, reliable and affordable mean that more people can reduce space demand on the highway network. If more people can be persuaded to use the bus rather than cars, this will reduce traffic, congestion, noise, air pollution, road danger and all the associated health effects of obesity and the division that busy roads cause to a community, especially on main routes into town centres. The report states that more buses and improved bus engine technology will reduce poor air quality and make the bus network cleaner, with Arriva investing in gas-powered buses. It may be better to do as Nottingham have and require all buses in the region to be electric, with the local authorities investing in the new buses themselves and leasing them to bus operators, to reduce market entry/return risks and provide an income for the TVCA.
- 3 – Existing conditions / current issues, p.5: the TV network carried 28m passengers in 2017/18 but this is a decrease from 2016/17 and 2013/14:
 - this is likely to be due to cuts in bus services – and these services should be reinstated as soon as possible to enable more previous bus users to resume bus travel.
 - Subsidies to parking charges and other initiatives that encourage car use must be reversed for urban space, congestion and carbon emissions/pollution reasons. Targeting investment in transport at enabling those with the lowest incomes to participate fully in society, should therefore result in a move of all subsidies from car-based transport to bus fares, with drivers of

the most polluting vehicles subsidising those who travel sustainably rather than the current (and unfair) reverse situation.

- o Fares should be simplified and reduced. The cost of public transport is often cited as a factor preventing its greater use, particularly for adult family / friends groups travelling together. An aim of the charging regime for different transport users should be to gradually reduce (and eliminate) subsidy for private motorised transport, and increase subsidy for those using public and active transport, so bus fares are a maximum of £1 within a town (allowing changes between bus routes / operators), £1.50 return, £2 single across the wider region, £3.50 for a regional day rider, plus group / family discounts and carnet-style multi-buy tickets available as well as season tickets, so that public transport is more affordable than the private car even for those who do not use it on a daily basis.
- o Frequencies of buses should be increased so that on all main routes, there is a maximum 15-minute gap between buses to be classed as an "adequate" service, so if travellers just miss one it is not an unreasonable wait for the next. More infrequently than this, and potential customers are put off by having to look up a timetable rather than turning up at a bus stop on an ad hoc basis, and are therefore more likely to give up before they have started and choose to drive, book a taxi, cycle etc. instead – most of those options are more environmentally damaging than using a bus. More frequently than 10 minutes would be considered a "good service". Less frequently than every 20 minutes would be classed as a "basic service", and less than half-hourly classed as a "poor service". The aim should be for all major routes to have an adequate service, and all more minor routes to receive at least a basic service by the end of this plan.
- P.6, bus operating companies: Darlington has the highest proportion of cross-boundary services, and Arriva has the highest market share (97.4% - an effective monopoly). Withdrawal of LA bus subsidies has impacted on evening and Sunday services especially in rural areas and town suburbs, however Arriva and other companies are still profitable so their axing of services on affordability grounds should always be rigorously questioned and opposed. Minimum service levels must be written in to their bus operator contracts with local authorities. Again, moving car parking subsidies to cover reduced-price evening service provision would support the night-time economy plus aid public safety by reducing drink-driving, and reducing risk of attacks on those who cannot afford or have no evening bus service who would otherwise have to walk home in the evening.
- This plan talks about bus franchising negatively, saying it hasn't been done before, existing providers may not like it etc. It is unclear whether there has already been discussion with local providers - if the political will were clear, it is more likely that they would get on board. It should particularly be noted that Nottingham has introduced all-electric buses, owned by the city itself, and the bus contract requires all bus companies operating within the city to lease these: this was done with the aim to dramatically speed up reductions in air pollution and carbon emissions from buses, whilst reducing the business risk to all – but particularly the smaller – bus operators. Such a scheme should be seriously considered for buses across the Tees Valley.
- P.7, bus network – the fleet: bus operators are reported to have invested significantly in their fleets, including low emission buses, free wi-fi and charging points, contactless payment and new ticket machines, audio-visual announcements on Arriva buses (reduce fear of missing the stop for irregular bus users) and Go North improving access for visually impaired users.
- P.8, as mentioned above, fares and ticketing are complex with the only discounted season tickets available being the TeesRider multi-operator ticket for unlimited travel for 1 or 4 weeks on ArrivaNE services, but this is zonal leading to complexity of ticket offers / prices, or the Teesside Tripper for unlimited travel on one day on Arriva & Stagecoach buses around Teesside. It should be sought to bring other bus operators into these discounted tickets and ensure that pricing is based on distance travelled rather than arbitrary zones which may have no relevance to the customer.

- P.9, concessionary & discounted travel schemes are in operation – apparently a companion pass enhancement is available but nobody we spoke to had heard of this – there is little point in discounted fares or concessions being available if those who would benefit from them are not aware of them so better advertising of these must be done, perhaps sending details to all registered carers.
- Smart ticketing has been rolled out in the Tees Valley with Arriva now offering tickets downloadable onto phones – again, nobody we asked about this consultation was aware of this, so better publicity is required amongst those who may wish to save paper and queues by using this option.
- P.9, passenger feedback – overall satisfaction is high but value for money is rated lower at only 71%. Personally I find fares to be much more expensive than in other towns / regions, and it should also be considered that this region is more deprived with lower incomes – it should therefore be sought to reduce fares and – if done right this should - increase passenger numbers so as to maximise popularity, environmental impact and reduce business risk to operator companies. Ever increasing prices reduce passenger numbers, decreases revenues and so undermines the long-term sustainability of the bus network – this must cease, and aim to broaden the user base and appeal.
- P.10, worsening traffic congestion has led to impacts on service punctuality, reliability and appeal of bus travel impacts, and also an increase in costs of operating the bus network (fuel, driver time) – reversing this must be prioritised, with locations of traffic congestion having road space re-allocated to bus lanes so they can always get through as a priority. This will naturally improve the appeal of bus travel vs. private car when drivers see that their journey will be faster, more reliable and less stressful by bus, and so help reduce traffic congestion issues long term. If it is made clear that there is the political will to redirect road space to more sustainable travel means, drivers are more likely to seek out information about other ways to make their journey, especially if this is made easy for them.
- There are major accessibility issues for those who don't own or have access to a car. The removal of bus subsidies and falling bus use leading to contraction of the network, particularly affecting marginal services to more remote areas with low (non-financially viable) demand for a bus service or those who have to travel in off-peak hours where they are a lifeline.
- A pilot of Demand Responsive Transport is mentioned – this is much welcomed, as scheduled public transport routes can never meet all needs. This should be a meaningful pilot, i.e. ensure that enough money, time, commitment and promotion is put in to give it every chance to succeed.
- 4 – Aspirations for TV buses, p.11,
 - address affordability issues for young people and those in full-time education or training – allow the purchase of a discounted student or apprentice fare.
 - Financial stability to keep services running, fare revenue is most important – this should be done by reducing and subsidising fares and building the customer base to normalise bus travel so that it becomes self-marketing. The better and cheaper services are, the greater will be the appeal to use them.
 - Delivering more integrated public transport system – improving walking links between stations and bus stops should involve better signage, potentially moving bus stops so that more buses pass by major transport hubs such as stations, improving lighting for evening users. Few details are provided as to how this will be achieved. Also better integration between bus and bike is definitely needed – in rural areas / certain routes bike racks on buses may need to be introduced for those who need to use a bike at both ends of their journey, and the provision of covered and secure bike storage at bus stops will be key to allowing those in rural areas to access a bus service which passes close to but not through their village/home.
 - Improving lighting in bus stops is definitely required, this should be low energy light. Also improving the structure of bus shelters to ensure they have green roofs to reduce run-off and encourage pollinators, absorb a little pollution.

- Improving buses to be cleaner and greener, ideally fully electric or failing that plug-in hybrid.
- 6 – Links to Local Schemes, p.19: the plan acknowledges that for many lack of mobility, or lack of confidence in using the transport system is a barrier to employment, education, healthcare & social life so coming at a personal cost in terms of lack of independence and life opportunities, but does not state what it will do to address this, such as links with local organisations, consultations and real-time user experience surveys on how such schemes would actually work
- The action plan for buses mentions better bus waiting areas and information - this seems to be the best chance for a quick win, so should be prioritised to take forward ASAP (the other actions still need to be taken forward, but may be more complicated / difficult so take longer to enact).
- Many towns in the Tees Valley such as Darlington lack a central bus station/hub. Identification of a suitable site to build one in each transport hub town (conveniently linked with other modes of public and active transport) should be an aim, to enable use of public transport. Having a fully staffed bus station means those who do not use buses regularly can go to that location trusting that they will be able to find out there which bus they need to get to wherever they need to go, easily find the stop it leaves from, and can wait safely in the warm and dry until it leaves, with access to basic corner shop services and perhaps street-food vendors.

Draft walking and cycling Implementation Plan

- 2, p.5: Government goal is that up to 2040 we should be making walking and cycling a normal part of everyday life and its journeys – this needs to spell out how that can be achieved locally, and as we are in a Climate Emergency setting a target of 2040 is too late, we should be aiming to achieve this as soon as possible
- This section “talks the good talk” about environmental concerns, however not enough information is included which actually adopts environmental awareness and action to achieve the aims. Walking, cycling and other active methods (running, jogging, scooting etc.) must be prioritised i.e.
 - given priority at road junctions so traffic lights change as soon as safely possible after a cyclist / pedestrian presses a button to cross (ideally sensor-controlled so there is no need to push a button),
 - travel networks are designed so that walkers and bicycle users are allocated the most direct route into towns which is made appealing by restricting private vehicle traffic flow, so drivers have to choose from fewer longer and less pleasant routes.
 - Filtered permeability will mean that only pedestrians and cyclists can pass straight through residential areas, only those who live there will be able to enter in a vehicle and leave by the same route – no through routes must be possible to prevent rat-running and ensure all through traffic is on main roads only.
 - All main roads should have space reallocated so there are public transport stops (bus lanes), but certainly pleasant tree-lined pavements and a safe segregated cycle path which has priority over motorised vehicles at side-roads by use of tabled zebra crossings.
 - Installation of regular benches, flower beds / planters, trees and public sculptures so that the public realm is appealing to spend time in.
 - Designing parking bays and street trees so that they create natural chicanes so that vehicles which use such residential streets cannot reasonably travel at more than 20mph, and making blocks of streets one way so that angled parking bays are on one side of the street only (on alternating sides so as to create chicanes).
 - Only by creating such neighbourhoods where it is “designed in” that residents are expected to be healthy active by default can we revive communities and make such transport

methods the norm for short local journeys around town, and for easy access to public transport for longer journeys. This also means that residents feel more responsibility to their neighbourhood as “through traffic” is unable to get through, so those who do drive in such streets are more likely to do so at responsible speeds so as not to create unnecessary noise and danger to other road users.

- P. 5 – Protecting the environment – no mention is made of supporting existing bike courier companies or encouraging local businesses to adopt bike trailer courier services for local deliveries – this would transform the local economy by reducing delivery costs, air pollution from delivery vehicles, and improving fitness as a new generation of bike couriers keeps fit as part of their job.
- Boosting economic growth - High levels of congestion negatively impact on the local economy hence redesigning streets to enable safe and active travel methods will reduce congestion by removing a significant proportion of vehicles from the road (especially in conjunction with public transport improvements), leaving more road space for those who do absolutely need a vehicle for their journey.
- This plan does not mention poor air quality, particularly its impact on people who have poor lung function, but also Alzheimers and heart diseases have recently been linked to living in areas of poor air quality. It is immoral to restrict the activity of those who have not caused the pollution issue so as to allow those who pollute to continue to drive. Polluters must pay for how they choose to travel in proportion to the damage they cause, hence this is likely to involve some sort of pricing scheme, or simply restricting certain areas of towns to motorised vehicles (this may be introduced as a low-emissions zone accessible only to electric vehicles, but the ultimate aim should be to restrict all motor vehicles unless for disabled access).
- Delivering a good deal for the traveller – the plan acknowledges the inequalities for those who don't have a car, access to public transport, or walk/cycleways compared to those who do, but very little substance is included about what is to be done about it. As commented in the Bus Implementation Plan, the aim of all transport investment should be to allow full participation in society by those who can least afford travel. In this sense, walking is “free” (shoes required), and cycling is low cost (free at point of use but you still have to buy a bicycle, lights, panniers, waterproofs etc.) so should be top of the hierarchy for investment to enable those in poorer areas to get about and access the economy, health and social life affordably.
- 3. Existing conditions / current issues, p.8 – Whilst Darlington received funding between 2004-8 as a Sustainable Travel Demonstration Town, it has very little to show for this. All the funding was used for promotion (SPLAT – Some Posters, Leaflets and Tat) rather than physical improvements which would have made a difference to safety and uptake on the ground. No amount of marketing will persuade someone to use a mode of transport which they perceive to be dangerous, so continued marketing without physical infrastructure improvements we consider to be wasted money. Darlington still has cycleways that are not fit for purpose – they stop and start, it isn't continuous so cyclists can abruptly be on the road putting them at risk of injury in the path of a car (with notoriously unobservant drivers and poor enforcement breeding a “drivers own the road” culture here, not appealing for those who don't already cycle), and cycle paths do not have priority over side roads meaning that using an off-road cycle path is actually more dangerous than being in the road on the main carriageway – at least there you have right of way, whereas on a cycle path those travelling by bike have to stop, crane around to look behind, and give way to turning vehicles at every side road. If road level were raised to the level of the cycling and walking route, and the coloured tarmac of these continued across the road, it would make clear that the cycle path and pavement have right of way – clearly this would need good signposting and adequate enforcement to ensure safety after a change of road layout.

- Also, the fact that cycling is not common amongst the regular population gives the impression that only irresponsible youths with dark clothing and no lights cycle, who speed through the town centre scaring pedestrians cycle. Irresponsible youths will be irresponsible using any vehicle or none, but increasing the number of ordinary men, women, children and elderly people who access services and work by bicycle will improve how cyclists are expected to act when travelling through pedestrianised and cycle only areas in the town centre, and improving this view will go a long way to reducing pedestrian fears and better enabling calling out and enforcement of irresponsible / dangerous users of any means of transport without tarring all users of that mode with the same brush as is too often the impression.
- The TVCA STP should be acting to address these issues here and in other towns across the region.
- The document states that they have already incorporated national cycleways throughout the TV, including the River Skerne Access Corridor (under the Tees Valley Growth Fund). There are a few Sustrans cycleways which pass through the region but these are not useful to the majority of residents as far as their daily journeys from home to work, school, the shops or healthcare services. Improving cycleways should be through surveys to identify people's travel demand, the start and destination of all the journeys they make, and then providing cycling and walking infrastructure to try to meet the maximum portion of that journey demand as possible by active transport (and public transport if too far). It is unclear what evidence was used to identify that the River Skerne Access Corridor was a key route to work and services, only that it is a route along the river which already exists, hence we are unclear how funding could / should have been used to designate it as a cycling and walking route. Clear progress will be made when road space on all major roads into urban areas is reallocated to install cycle routes so that motor vehicle drivers can see the ease and speed at which cyclists get to their destination whilst larger less energy efficient cars take up more road space than is available so create traffic jams. This will then become self-advertising as more drivers choose to use the clearly safe, easy and pleasant-to-use cycling facilities to reach their destination faster and more cheaply than they otherwise would, leaving more money in their pocket to spend in the local economy and less air pollution released to damage the health of residents.
- The Plan does not describe whether there will be active travel and cycle parking hubs / centres rolled out across the Tees Valley, with hub links rather than just individual areas working on this in a disjointed way? This should include the community & voluntary sectors that contribute to this area. Such hubs should provide:
 - Free information and advice on all aspects of cycling, walking and other active transport, with regular guided walks, training courses on cycle maintenance, on-road cycling etc.
 - These should include free or low-cost secure cycle parking service for those worried about leaving a bicycle locked up on the street.
 - There are existing hubs such as Bikestop in Darlington, but other hubs should be developed that do the same.
 - This should also include information on other forms of sustainable travel.
- Where are the mentioned guided cycle rides and 906 led walks already being held across the Tees Valley? Many residents are not currently aware that these exist so better advertising is required to increase uptake.
- These cycle rides across the Tees Valley should link up to the National Cycle Network – this would help to encourage tourism, with more people coming to visit the TV area.
- In 2018/19 travel advisors engaged with 1059 jobseekers and 4707 others – what actions will be undertaken to engage with more jobseekers? There are many more jobseekers than this across the whole Tees Valley area so only a tiny minority are being reached. Can advisors be located in or

provided by the Jobcentre so that sustainable travel to reach a job is an integral part of a wrap-around service that they provide.

- Some members consulted had never heard of Lets Go Tees Valley, and wanted to know where they are physically based in Darlington – there is a need for a physical shop-front so that people can drop in and see them for travel advice, and presumably similar in other locations across the region. Also little recognition / knowledge of the Connect Tees Valley web portal. Questions were raised as to how these organisations / services were promoted across the region as it clearly needs to be improved.
- Questions re. where people find such information if they are not online. Again, Darlington does not have a bus station which may be a natural source of sustainable travel advice, so those who do not use the internet may never find out about such information or services which may benefit them. It should be ensured that services are provided for those who are not online for accessibility reasons.
- How does the TV plan to improve public access to bicycles using the public and charity sector? This is of key interest in normalising cycling, but inadequate detail is provided – is a scheme of docking hire-bikes planned to be launched across the region? This would be welcomed as long as the right locations were chosen for hire points, and safe cycle routes were present between them.
- Cycling and eco-tourism – art/sculpture trails on walking and cycling routes such as York's Planets route.
- Cycling makes up only 2.1% of travel to work trips in the Tees Valley. This is likely to be due to the complete lack of facilities for safe off-road slow cyclists, in favour of promoting “vehicular cycling” where the person on the bicycle is expected to cycle fast and assertively, acting like a vehicle. This latter requires provision of cycle facilities at the workplace, but is also only likely to be carried out by a small proportion of perhaps more macho-type personalities. Relying on vehicular cycling is highly discriminatory since women are significantly less likely to view it as desirable or safe, hence vote with their feet and do not participate. This being despite the fact that women are more likely to carry out short journeys for work, education, shopping and healthcare that could easily be carried out by bicycle, BUT they need facilities which enable them to do so whilst safely segregated and protected from motor vehicles e.g. a cycle lane divided from the roadway by railings or bollards, and availability of the types of (electric) cargo bicycles to enable them to transport children, shopping, elderly relatives etc. – it is all perfectly doable in other countries but without biting the bullet and building the appropriate infrastructure necessary here, it is unsurprising that people do not do it. Current provisions do not provide equality of opportunity for women to cycle, and therefore better design standards are required to achieve appropriate equalities outcomes.
- Workplaces which DO have good quality cycle infrastructure to them such as the new Amazon warehouse in Darlington, should have intensive awareness-raising and cycle training of all new staff so that those who live within easy reach are actively encouraged (and ideally also incentivised by their employer, as they're likely to be fitter and healthier as a result so take fewer sick days) to travel to work by walking or cycling.
- What commitments has each local authority contributed to sustainable transport that are mentioned in this plan? Local examples of what has already been achieved are the best kick-starter to encourage further roll-out across the region.
- P.15, it is planned to conduct a Local Cycling and Walking Infrastructure Plan, working in partnership with developers to ensure they use appropriate cycling and walking infrastructure within their developments and ensuring its integration with the surrounding network. However, there needs to be a sustainable plan included in any contract prior to development being agreed, rather than sustainable transport currently felt to be an afterthought, designed in after the roads for cars have already been put in place, or left to the developer as to what to provide within their

own development. New estates should be designed to be predominantly car-free areas with vehicle access to the rear of buildings or to a zone car-park only, with most space outside the front of the property social space and walking and cycling routes to the nearest services and onwards to town centres etc.

- The TVCA should urge central government to set standardised design standards for sustainable development in new sites so that they can easily see if design for default sustainable travel is up to the suitable standard, and there is less concern about developers building elsewhere where design standards / requirements may be more lax.
- P.16 – it is stated that improved access for the visually and mobility impaired will be incorporated with wider scheme development, but it is not clear what this means and no examples are given. As previously mentioned, all walking and cycling routes should allow access by mobility scooters, disabled adapted bikes and trikes, cargo bikes, and bikes with trailers to allow the widest number of people to cycle with a wide range of abilities or disabilities, who are carrying cargo, children, frail elderly people, equipment for their allotment or whatever they choose. It should be ensured that standards for building work and diversions are met, so any mobility impaired cyclists are not instructed to “dismount” when they may not be able to do so if their bicycle is their mobility aid.
- There is no mention of collaboration with disabled transport focus groups and user groups and such organisations. In aiming to improve access for disabled people, this consultation and engagement process needs to be put at the heart of the decision-making process from the beginning until delivery and ironing out any issues afterwards, rather than non-disabled people deciding on their behalf – as even with the best intentions, a non-disabled person’s life experience may not suitably equip them to identify all the potential pitfalls of a projected scheme – this is key for the best equalities outcome from a scheme.



Historic England

Our ref: PL00123222

Telephone: [REDACTED]

29 November 2019

Dear [REDACTED]

Consultation on the Draft Tees Valley Strategic Transport Plan and Integrated Sustainability Appraisal Report (October 2019)

Thank you for consulting Historic England on the Tees Valley Strategic Transport Plan and the associated Integrated Sustainability Appraisal Report. As the Government's statutory adviser on all matters relating to the historic environment in England, we are pleased to have been consulted. We champion and protect England's historic places, providing expert advice to local planning authorities, developers, owners and communities to help ensure our historic environment is properly understood, conserved and enjoyed.

Draft Tees Valley Strategic Transport Plan

We do not have any detailed comments to make on the Draft Tees Valley Strategic Transport Plan. We do, however, welcome the positive statements set out within the Plan in relation to protection and enhancement of the historic environment. In particular, we welcome the recognition that the Tees Valley contains many industrial heritage assets, including elements of transport infrastructure, which make an important contribution to the character of the area. Several of the projects identified in the Plan could have an impact on heritage assets within the area, and there is the opportunity for enhancement, particularly with regards the Middlesbrough Station Masterplan and potential mutual benefits in relation to the Middlesbrough High Street Heritage Action Zone.

We welcome the proposed cross-cutting theme at section 3.6 "Delivering Social Equality and Protecting and Enhancing the Environment". We recommend the section headed "Built Environment" also includes a reference to the benefits that the historic environment and engaging in heritage activities can have on people's wellbeing, community cohesion and quality of life.



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Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.



CPT Response to Tees Valley Strategic Transport Consultation on Behalf of Tees Valley Bus Operators Association (TVBOA)

The Confederation of Passenger Transport UK (CPT) is recognised by the Government as the UK trade body for bus and coach operators with in excess of 90% of bus fleet, and 70% of coach fleet within its membership numbering around a thousand business members. In the Tees Valley region CPT represents both the major 3 group bus operating companies as well as a number of SME operators through the Tees Valley Bus Operators Association.

CPT is grateful for the opportunity to comment on the "Draft Strategic Transport Plan" and "The Bus Implementation Plan".

The Role of The Bus in Tees Valley

Buses are the most efficient use of road space. Buses are also by far the largest provider of public transport journeys in the Region with the plan showing 83% of public transport journeys are made by bus.

Whilst satisfaction with bus services in the Tees Valley is high, at 90%, measures which provide greater priority and additionally helps tackle congestion are essential, and they will enable bus operators to deliver even better journeys for passengers and make public transport a viable choice for more users.

The Executive Summary notes that satisfaction with bus punctuality is falling, despite action by bus operators to adjust timetables to reflect changing road conditions. This is a direct result of deteriorating congestion and more disruptive roadworks and other highway maintenance.

The plan notes that usage of bus services in the Tees Valley has declined by 13% (driven largely by High Street decline, the growth of internet shopping and out of town retail and leisure developments, slower bus speeds and more dispersed employment sites). Reversing this decline will be an essential element of any plan to meet the overarching aim of the Transport Strategy.

Modal Shift

We fully support the overarching aim 'To provide a high quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley.' However, whilst the Plan refers to supporting sustainable transport solutions, it does not appear to highlight modal shift as a key element in the strategy.

We believe that investment in public transport infrastructure to achieve modal shift is essential given increasing levels of congestion and worsening air quality. The consequences of congestion impacts are less attractive journey times and increased operating costs, thereby putting pressure on fares, both of which reduce travel by bus, and encourage yet worse congestion. It is therefore vital that this opportunity is seized to reverse this trend and action taken to enable bus services to fully play their part in achieving the modal shift which is necessary to delivering sustainable economic development in the Region.

As the document details, at present 31% of households in the Tees Valley have no car compared with 25% nationally (and it is significantly lower than this in Middlesbrough) and the car accounts for 72.6% of all journey to work trips (compared with 62% nationally).

We note the reference to behavioural change, which is a very important element in encouraging more sustainable travel options. Operators are keen to support the Authority in its behavioural work under the Let's Go Tees Valley project. We believe that this should start at the youngest age possible, and we believe that the schools programme should include educational and promotional activities to encourage travel by bus.

Wider Planning Process

The regional strategy indicates 22,000 new homes planned to be built between 2016 and 2016 and 25,000 new jobs to be created so it is essential modal shift encourages the use of more sustainable modes of transport now. The fact that 87% of working residents work within the Tees Valley suggests that more journeys to work can be made by sustainable means.

It is vital that new employment developments include sustainable travel in their plans and the link between local planning applications and public transport links are made stronger than is noted in the document.

We fully support the contention that to improve access for people, there is a need to consider the role of buses, cycling and walking as new residential developments are planned, and that ensuring that services can be accessed through these transport modes and reducing the reliance on the car should be a consideration in all future housing estates. There are already too many examples of 'cul-de-sac' estates, which cannot be served efficiently by bus services, and which therefore 'design in' a need for travel by private cars.

We believe it is fundamental to ensure sustainable transport is considered and promoted as a credible alternative to the private car as and when new developments are being planned, and as they are delivered. Placing sustainable modal choices at the heart of the planning process ensures that wider economic and social aspirations can be met, and that such investment is "front loaded", and enabled as vital levers in realising sustainable development, and encouraging virtuous change.

With 94% of the population living within walking distance of a bus service, achieving a significantly higher journey to work percentage by bus must be deliverable.

Vision for Buses in Tees Valley

The plan needs to highlight bold plans for bus lanes, bus priority at junctions, Intelligent Transport Systems giving buses priority, bus access to new developments, etc., to make the bus a more attractive travel option than the car for appropriate journeys. Given the amount of available road space this will mean in some locations, a reduction in available road space for private cars. It is important that bus priority is incorporated in all relevant local road network improvements.

The work of Greener Journeys demonstrates the direct correlation between operating speed and patronage, with a 10% decrease in journey speeds leading to patronage reductions of at least 10%. Reversing the decline in operating speeds which operators have seen will encourage more travel by

bus, particularly if car drivers can see that this is more convenient for appropriate journeys and encourage modal shift.

CPT would also wish to see a strategic plan which incorporates park and ride and mini transport hubs around the Tees Valley region. We believe this element would widen the overall appeal of the public transport offer, and ensure communities and commuters have greater opportunity to consider public transport for at least part of their journey, thus negating the demands of additional traffic within our town and district centres. We also consider that such an option would allow for a more stringent parking regime within town centres, enabling greater opportunities for the public realm.

The Draft Transport Strategy does not refer to free and low cost car parking in town centres. We would argue that this is at odds with the sixth key theme of delivering social equity and protecting and enhancing the environment. People who are unable to afford a car are unable to take advantage of this, and a high proportion of those people taking advantage of the free car parking in town centres could travel by sustainable means, thereby helping to protect the environment.

We welcome the commitment of the Authority to working with bus operators on a new partnership agreement. Operators are keen to reciprocate and make quick progress on this, so that we can jointly start to make the improvements referred to above.

Benefits to the People of Tees Valley

The Plan also recognises that travel by bus has health benefits, simply by encouraging walking to the nearest public transport stops. It is therefore important that paths and cycleways to bus stops are convenient and well lit. We would encourage the provision of cycle racks at key stops, especially adjacent to exiting cul-de-sac estates, as one way of facilitating more sustainable travel options.

We agree with the four key areas highlighted for further work in making it more attractive to use sustainable transport options for local journeys:

- Improving the provision of accurate, accessible and reliable travel information is vital – bus operators have developed Journey Planning Apps in recent years, and obviously will work with others through open data opportunities.
- Providing convenient and affordable ticket and payment options for an entire journey - bus operators have done much to develop these over recent years (contactless payments on all buses, mobile ticketing, smart ticketing, multi-operator ticketing, etc), and we are keen to work with the Authority on developing these further.
- Providing regular and straightforward connections at all stages of a journey.
- Delivering safe, comfortable and highly functional transport facilities.

However, we would add a fifth, the need for bold bus priority measures to reduce journey times and improve punctuality, as referred to above.

Summary

We are greatly encouraged by the assertion that sustainable modes of transport are at the forefront of future planning across the Tees Valley area. We are fully supportive of the document and the aims within.

We are pleased to see the commitment to improving journey times for buses and the recognition of the value buses bring to the local economy, and the resultant opportunities they can deliver to social mobility and social inclusion. With partnership support, the transformative benefits of buses can be realised to passengers and the regional economy.

The Draft Plan highlights three broad objectives:

- Social Opportunity
- Economic Growth
- Environmental Protection and Enhancement

The bus is key to delivering on all of these objectives.

Bishop Line Community Rail Partnership's response to TVCAs Draft Strategic Transport Plan

As stated in the Draft Strategic Transport Plan - *The Combined Authority has ambitious plans to grow the region's economy and our Strategic Economic Plan aims to create 25,000 new jobs and deliver an additional £2.8 billion into Tees Valley by 2026.* Many of those employed in the Tees Valley travel from South Durham and use the railway to do so. The Bishop Line, serving south Durham currently has 1tph between Bishop Auckland and Darlington. The Partnership is grateful for TVCAs support for an increase to 2tph as stated in the NERMU Long Term Rail Strategy Audit. This improvement would make travel to the Tees Valley for employment easier and a more attractive proposition than at present.

The Bishop Line serves major tourist attractions such as Auckland Castle and Locomotion as well as major employment sites such as Hitachi both on direct services from Tees Valley to the Bishop Line and from East Coast Mainline services connecting at Darlington. An increase to 2tph would improve the connectivity both onto the Bishop Line as well as back out onto the East Coast Mainline and to the Tees Valley. Bishop Auckland already attracts tourists by the railway and the increased investment by the Auckland Project plus ambitious expansion plans for Locomotion at Shildon both aim to increase visitor number significantly and this needs to be met with a stronger and more reliable rail service on the Bishop Line.

The Partnership supports the continuation of the current through service from Bishop Auckland to Saltburn. Plans for Darlington station improvements to serve the increasing number of services running on the East Coast Mainline, High Speed Rail and Northern Powerhouse Rail may mean that a through service is not possible on all services, in which case please consider the passengers travelling from Bishop Auckland through to the Tees Valley and vice versa when planning the improvements. The Partnership would welcome working with TVCA to provide information on passenger travel behaviour on the Bishop Line in order to develop an interchange which works well for our passengers as well as East Coast Mainline passengers at times when a through service is not possible.

How Community Rail can support the TVCA Strategic Transport Plan

Community Rail can help deliver the sixth theme of the Strategic Transport Plan - *Deliver Social Equality.* Community Rail enables communities to feel connected and restores pride in some of the forgotten people and places close to us, bringing a sense of belonging and joy to those involved. Projects can range from residents tending to planters on a station platform, schools or community groups working on artwork to brighten up stations like the Shildon in Motion project currently underway, or a group of rehabilitation centre residents who are taking their first steps to connect back to society. Community rail offers an opportunity to build confidence and skills which can be used to get a job, take a course or just feel comfortable travelling independently.

It is part of Bishop Line CRPs Action plan to work to expand the partnership's geographical coverage across Tees Valley and East Durham through the formation of a new parent CRP and new steering groups for the Tees Valley Line and Durham Coast Line. The parent CRP will need a different name in order to keep the identity of the Bishop Line. We would request the support of TVCA to enable this to happen and thus become one of the inputs (How?'s) on the list of current investment priorities. The Partnerships aims for geographical expansion are as follows:

- Short term – expand the partnership to cover Dinsdale and Teesside International Airport by March 2020.
- Med term – Cover all stations to Saltburn by end March 2022.
- Long term – Cover all stations on the Durham Coast Line up to Horden and Seaham by end March 2023

Dear Tees Valley,

The Tees Valley Combined Authority Strategic Transport Plan targets several important areas, including rail, bus, walking, cycling and their integration.

Specific rail feedback from Northern is outlined within this response.

Rail service provision in Tees Valley has seen many improvements in recent years, including increasing in services on the Bishop Auckland Line, and improved station facilities. Further improvements are planned including increased Whitby services and the retirement of the pacer units.

The vision is clear and targets the correct objectives enabling mobility and growth in the region.

There does however, we feel, need to be clear and specific commitments to rail infrastructure investment at Middlesbrough, Hartlepool, Darlington and the Durham Coast. Investment needs to be made to make rail a more attractive option to travel between Middlesbrough and Newcastle (current journey time 1hr20mins), with investment at Hartlepool station and Middlesbrough key to improving journey times and frequency of services. Outputs from upcoming regional stakeholder workshops we hope will help shape this further. It is worth noting, use of the Stillington line and ECML would improve journey times to 59mins (25%).

Terminating local services at Darlington does not achieve the vision of moving people within Tees Valley. Rail Infrastructure projects in the South have been allocated funding based on what is required to maintain through services (Peterborough, Reading fly overs/unders). If investment can be made on improving journey times within the region (note: there are 20mph line speeds on some sections of the route to Bishop Auckland), this would make changing at Darlington less of an issue, because total journey time may still be improved.

There are however performance benefits associated with terminating services at Darlington as this limits the often seen knock on effects of any incidents impacting more widely into the region. However 33% of our customers departing Darlington board prior to Darlington. Faster services and good connections will be important if the proposed plans go ahead, to ensure local rail users are not disproportionately disadvantaged.

In order to achieve air quality improvements, support for alternative fuelled trains should be a documented priority in this strategy, with the technology already proven.

It is hoped, and is already being seen through collective work with NERMU, Network Rail and Northern, that collectively local rail provision can be improved as well as national connectivity.

Tees Valley Strategic Transport Plan - Review

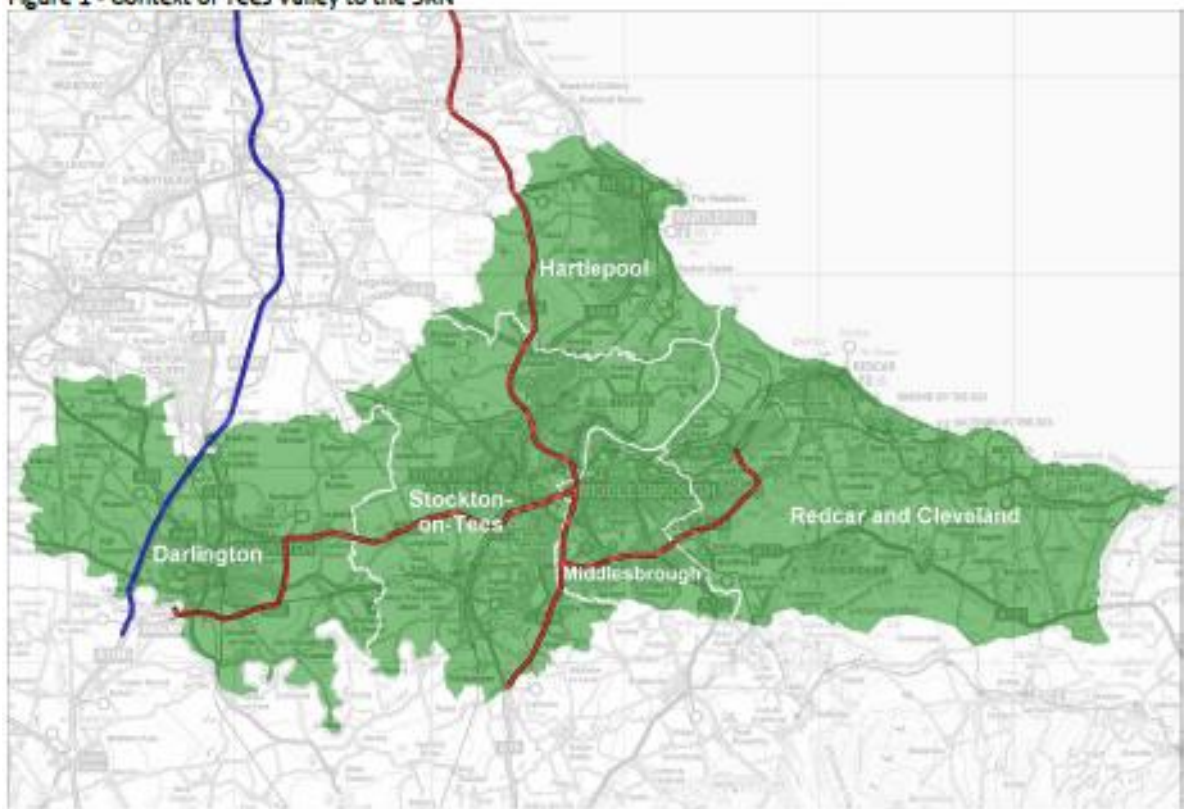
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1. Overview

This Technical Memorandum [TM] has been prepared by CH2M on behalf of Highways England with an aim of considering the 'Draft Strategic Transport Plan' [STP] of the Tees Valley Combined Authority and Tees Valley Mayor. This draft version of the STP is currently open for consultation and it is identified that the publication of the final STP is aimed to take place in early 2020.

For context, Tees Valley has five constituent local authorities including; Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees. The strategic road network [SRN] for which Highways England has responsibility includes the A1(M), A66, A19, A174 and A1053. Figure 1 provides the context of Tees Valley to the SRN.

Figure 1 - Context of Tees Valley to the SRN



Based on Ordnance survey mapping; annotated by CH2M

2. Structure of Technical Memorandum

With a view to the remit of Highways England, the remainder of this Technical Memorandum is structured as follows:

- Section 3 contains a review of the Draft STP itself;
- Section 4 contains a review of the supporting documentation of relevance to Highways England – specifically the ‘Draft Road Implementation Plan’; and
- Section 5 offers a summary and conclusion.

3. Review of Draft Strategic Transport Plan

With a view to the contents of the STP, Table 1 seeks to provide a schedule, section by section, of the highlights of the STP and commentary in relation to the relationship and influence at the SRN of pertinence to Highways England.

Table 1 – Review of Draft Strategic Transport Plan

Chapter	Section	Section highlights	Comments in relation to SRN influence
	Executive Summary	<p>Summarises the ambition of the STP, in particular identifying:</p> <ul style="list-style-type: none"> • A vision to improve transport in the Tees Valley region, via a world class transport system that will provide high quality, clean, quick, affordable, reliable and safe transport. • Identification of challenges to address and opportunities to seize including: <ul style="list-style-type: none"> ◦ 31% of households without a car ... 87% of Tees Valley residents work in Tees Valley ... 73% travel by car; ◦ In relation to the SRN, only 55% of vehicle journeys on the Tees Valley section of the A19 are “on time”; the Tees Crossing carries a 110k annual average daily flow; and congestion and incidents, particularly on the A19 and A66, have a major impact on the operation of more local roads. <p>The executive summary outlines a number of actions that are detailed more within their individual sections of the STP.</p>	<p>It is clear that the SRN plays a part in this vision and Highways England welcomes the development of a plan that seeks to overcome challenges and embrace opportunities.</p> <p>Creating a world-class transport system to support the ambitious plans for Tees Valley should be supported.</p>
1. Our Vision	Introduction	<p>It is identified that the STP covers the period up to 2029 and has been developed in collaboration with the five constituent Local Authorities.</p> <p>Tees Valley has ambitious plans to grow the economy (+25,000 new jobs; deliver an additional £2.8 billion by 2026). The STP seeks to support this ambition.</p> <p>The STP is very much founded on “improving the transport system for local people and businesses”.</p>	<p>The ambition for growth is something that Highways England supports through a safe and efficient operating SRN.</p> <p>Clarification on the relationship of the STP with the growth aspirations of each of the constituent authorities, as pursued through their Local Plans, would be welcomed.</p> <p>While the STP is founded on improving local transport and while reference is made to the SRN having a major impact on the LRN, it is considered that a full consideration of the whole transport network as a collective and the two-way relationships between strategic and local network (and strategic and local trips) would offer the best opportunity to reach a beneficial outcome from the strategy.</p>
	What will the plan do?	<p>Identifies the aims of the plan including to:</p> <ul style="list-style-type: none"> • better transport links to support job creation and access to existing and new houses. • improve the affordability, quality and reliability of commuting journeys. 	<p>Highways England supports all of these aims, which are all positive approaches to improving transport for people and businesses.</p> <p>Highways England would like to work collaboratively with the Tees Valley Combined Authority (and its</p>

Chapter	Section	Section highlights	Comments in relation to SRN influence
		<ul style="list-style-type: none"> • Improve sustainable travel. • Enhanced international connections from Teesside International Airport (and access to the airport by public transport). • Embracing technology to make travel easy and simple. • Improve visitor access. <p>It is then identified that <i>"This means lobbying for investment in national transport network"</i>.</p>	<p>constituent Local Authorities) to understand the need for investment in the SRN and ensuring that there is an appropriate evidence base that Highways England can utilise to ensure a fully informed decision-making process can take place.</p> <p>The evidence base upon which the plan is based is therefore a key consideration of Highways England.</p>
	Structure of the Strategic Transport Plan	The STP is set out in the format of (i) why investment is needed, (ii) what is proposed, and (iii) how will the vision be achieved.	A process driven approach is supported and the role of an evidence base in this process is crucial.
	Strategic Transport Plan	<p>Highlights that the STP is an overarching document with a suite of documents sat behind it. The documents associated with the STP are identified as achieving:</p> <ul style="list-style-type: none"> • Development and promotion of increased walking and cycling for everyday journeys. • Improving the bus network and services. • Improving the road network, especially the major road network. • Providing a business case for the operation of the airport, including the improvement of the surface accessibility to the airport. • Exploring the importance and improvements to rail services for both passenger and freight. • Recognising the need for improvements to the road network for freight. • Setting out that each constituent authority will set out a local implementation plan. 	<p>All of the STP and its suite of supporting documents are of relevance to supporting the ambitions of the Plan and to the transport system required to support this, given the interactivity between their components.</p> <p>The focus of the Highways England review is on this over-arching STP document and with a view to the direct relationship of the road implementation plan with the SRN, the Road Implementation Plan (which is reviewed in the following section of this review). It is expected that any inter-relationship between the suite of other documents would filter impacts, outcomes or action plans into the STP and Roads Implementation Plan and that the evidence base would cut across all of the themes to identify issues and actions of specific relevance to the SRN (including, for example, the relationship of economic growth with future transport conditions).</p>
2. Why Invest in Improving the Transport Network?	Social Opportunity	<p>A number of social opportunity challenges are identified, including:</p> <ul style="list-style-type: none"> • <u>Improving access to employment, skills, training and education</u>. Recognising areas of deprivation and low car ownership. Emphasis on ensuring opportunities for all through an unconstrained transport system. 	<p>Highways England recognises the social opportunity challenges faced and aims of the Plan to tackle these.</p> <p>Much of the ambition relates to reducing the reliance on private car and increasing use of sustainable modes and this can be supported by Highways England.</p>

Chapter	Section	Section highlights	Comments in relation to SRN influence
		<ul style="list-style-type: none"> • <u>Improving access to healthcare, leisure, culture and retail</u>. Recognising that there are rural areas that are not well served by Public Transport. Emphasis on the need to reduce the reliance on the car in all future housing sites. • <u>Enhancing health and wellbeing</u> with an emphasis on encouraging sustainable travel. • <u>Improving community safety and security</u> and emphasis on improving road safety as a matter of priority and decreasing anti-social behaviour on public transportation so residents can feel safer undertaking this form of transport. 	<p>While Highways England can also support the specific reference to reducing the reliance on the private car in future residential developments, this approach should be extended to development of all types.</p>
	Economic Growth	<p>A number of economic growth challenges are identified, including:</p> <ul style="list-style-type: none"> • <u>Supporting the development of 22,000 new homes</u> as set out in Local Plans. Emphasis on the use of brownfield land and where not possible, providing large housing sites with a range of transport choices within Tees Valley and beyond. • <u>Supporting the creation of 25,000 new jobs</u> as set out in the Strategic Economic Plan and recognising that the region has complex traffic flows between the core economic centres, with significant intra-region commuting emphasises the need for good interconnectivity for the economy. It is identified that there are few commuters cross the boundary and that car travel is identified as representing 72.6% of commuter trips in Tees Valley, this is compared to 62% nationally, meaning the road network will play an important economic role to the region. • <u>Improving productivity through enhanced freight connectivity</u> with a focus on Teesport, its growth in freight traffic and a focus towards rail travel for such movements. • <u>Providing quicker, more reliable journeys</u> through identification of specific trends of lower speeds on the SRN, with specific roads suffering from congestion such as the A19 trunk road. 	<p>Supporting economic growth and ensuring that the transport network facilitates this is something that Highways England can support and are keen to ensure that the SRN fulfils its role in promoting this.</p> <p>While Highways England can also support the specific reference to providing large housing sites with a range of transport choices, this approach should be extended to development of all types and scale.</p> <p>Recognition of the operational conditions on the road network is appreciated and is something that Highways England would appreciate consideration of with a view to the future growth aspirations of Tees Valley and the forecast operational conditions. On this basis, the evidence base upon which the plan is based is therefore a key consideration of Highways England.</p>
	Environmental protection and enhancement	<p>A number of environmental protection and enhancement challenges are identified, including:</p> <ul style="list-style-type: none"> • <u>Improving air quality</u> recognising that air quality meets regulated objectives but need continual review particularly in relation to road transport related air quality. • <u>Reducing carbon emissions</u> recognising that Tees Valley has one of the most carbon intense regions within the UK (due to heavy industry). There is therefore, a challenge to reduce emissions and a focus is placed on new vehicle technology. • <u>Enhancing and protecting the natural and built environment</u> with a view to the environmental characteristics of Tees Valley. 	<p>Highways England supports the need to ensure that the environmental impacts of road-based traffic is fully reviewed and to pay full cognisance to the Tees Valley environment and its natural and built assets.</p>
3. What is Needed to	Introduction	Several closely linked themes are identified as contributing to the whole journey of people and these themes are discussed in subsequent sections. In relation to the 'Major Roads' theme, Highways	The close relationship between the themes is recognised. In relation to the SRN, clarity should be

Chapter	Section	Section highlights	Comments in relation to SRN influence
Make the Vision a Reality?		<p>England is identified as having the responsibility and the components are identified as being the A1(M), A19(T) and A66(T).</p> <p>It is identified that the STP needs to make the case for nationally-led interventions through the five-year funding allocations associated with them.</p>	<p>provided that in addition to those identified, the A174(T) and A1053(T) also form part of the SRN for which Highways England has responsibility.</p> <p>The use of the STP as a vehicle to make the case for interventions is recognised by Highways England and it is therefore critical that the STP is supported by an evidence base that can contribute to the investment decision making processes.</p>
	National Rail	<p>The STP sets out a number of rail-based initiatives, which aim to increase the frequency of the East Coast Main Line over the next two years; create the opportunity for better rail to the northern powerhouses of Leeds, Manchester as well as Manchester Airport, through significant journey time reductions; and improvements to linkage between Tees Valley and the UK, including major airports and ports.</p>	<p>Highways England welcomes improvements to the rail network which can offer alternatives to the use of the private car and use of the SRN for businesses, passengers, communities and visitors.</p>
	Major Roads	<p>This section of the STP focusses on the SRN, but also the new Major Road Network [MRN] developed by Transport for the North and DfT to join important areas and the Key Route Network [KRN] defined by The Tees Valley Combined Authority.</p> <p>It is identified that improvements to the KRN will aid in decreasing congestions. Currently, traffic is often being re-routed onto minor road or crashes on minor routes leads to queues on the KRN. Minor roads are not designed for high volumes of traffic and are thus heavily congested. The KRN will also aim to improve bus journey times, reliability and assist in the promotion of sustainable travel.</p> <p>It is identified that there are a number of constraints in Tees Valley, including:</p> <ul style="list-style-type: none"> • The pinch point at the Tees viaduct. A new major crossing is identified as being able to address current issues and help to deliver new housing and employment sites and a business case is currently being developed. • The lack of connection between the A1(M) north of Junction 57 and the A66 Darlington Bypass. Business cases for improvements along the A66 and for a northern link road are being prepared. Mention is also made of other improvements including: <ul style="list-style-type: none"> • An eastern Tees crossing • Portrack relief road • A19 grade separated junction Elwick Bypass and Hartlepool Western link • A689 Wynyard Improvements; and 	<p>The classification of the road network is recognised by Highways England and the importance of the interactivity between all element of network, be it local, KRN, MRN or SRN, needs to be emphasised with a view to an efficiently operating road network for the users.</p> <p>It is recognised that a number of interventions are currently being considered, but Highways England would wish to ensure that the evidence base upon which road-based decisions are to be made provides the foundation for such investment decisions and this is therefore a key consideration of Highways England.</p>

Chapter	Section	Section highlights	Comments in relation to SRN influence
		<ul style="list-style-type: none"> • A number of junction improvement schemes on the A66, A67, A172 and A174. <p>The lack of connection between the A1(M) north of Junction 57 and the A66 Darlington Bypass. Business cases for improvements</p>	
	Connecting Economic Centres	<p>This element of the STP identifies the importance of connections beyond the region but also the internal connectivity within Tees Valley (linking together the region's town centres, economic assets and key health, employment, education and retail locations so they can better function). The section also:</p> <ul style="list-style-type: none"> • Promote activities such as car sharing and the increased use of electric vehicles to reduce the impact of private car use on health and environment. • The local authorities will continue to invest in the maintenance, improvement and safety of the local road network, they will look to develop an agreed set of standards for this network to help provide the resilient and reliable network that our businesses need. • Mention of bus and rail services and taxis and private hire vehicles and their role in connectivity. 	<p>The importance of the identified connections is recognised by Highways England. It is clear that the use of the SRN is integral for road-based connections beyond the region, it should also be appreciated that the SRN is used for connections internal to Tees Valley and this aspect of the use of the SRN (it does not only carry long-distance or strategic traffic) needs to be considered in the strategy and with a view to the desired outcomes.</p>
	Unlocking Key Sites	<p>This element of the STP recognises that businesses require effective and reliable transport connections. It is also recognised that the current transport network (mainly road) acts as a barrier to growth and delays the development and delivery of strategic employment and housing sites.</p> <p>It is identified that the Roads Implementation Plan identifies interventions necessary to address problems and cater for future growth.</p> <p>It is identified that <i>"Through the KRN programme, we will continue to build a detailed database of all the future housing and employment developments across the region, which will inform detailed transport modelling analysis to pinpoint future congestion points on the transport network. This will help us to identify and prioritise transport projects ..."</i></p> <p>A number of road schemes to enable the growth of the region are identified including; Middlehaven Dock Bridge, Portrack Relief Road, Elwick Bypass and Hartlepool Western Link and it is identified that there will be specific transport infrastructure and sustainable transport provision requirements that will be associated with large scale planning applications.</p> <p>It is also identified that there will be specific transport infrastructure brought forward with large-scale planning applications and specific mention is made in relation to working with the South Tees Development Corporation to ensure transport requirements associated with this international level opportunity.</p>	<p>Highways England would wish to ensure that the SRN supports economic growth and the ambitions of Tees Valley. In this regard, Highways England plays a proactive role in working with Local Planning Authorities and developers in relation to future development aspirations.</p> <p>Highways England would wish to ensure that the evidence base (linked to the effects that future economic development has) upon which road-based decisions are to be made provides the foundation for such investment decisions and this is therefore a key consideration of Highways England.</p>

Chapter	Section	Section highlights	Comments in relation to SRN influence
	Teeside International Airport	The airport is identified as a significant asset for the Tees Valley. Retaining critical connections for local business and opportunities for visitors and tourists, the airport has been taken into ownership by the Tees Valley Combined Authority. The Authority has set a number of targets for the airport and the Master Plan also seeks to accelerate business sites at the airport; establish an Enterprise Zone; improve the site, to include better accessibility to the road network, improved signage and better facilities for passengers; improve public transport links; and expand the airport's catchment area, through the investment of Key Routes, with improvements to the east-west road links to the A1 (M).	Highways England recognise the importance of the airport to the Tees Valley and would look to work with the Combined Authority to consider how the safe and efficient operation of the SRN can assist in supporting the growth in airport activity and the associated development. Maximising the use of sustainable modes will be a key element of supporting the growth of the airport.
	Local Journeys	It is recognised that walking, cycling and bus trips represent a significant proportion of journeys and there is a need to improve these linkages with surrounding land uses. It is identified as being imperative to make it as easy as possible to access Public Transport, making them as seamless and convenient as using a private car.	Sustainable transport initiatives are supported by Highways England and play a vital role in the provision of access to current and emerging land uses. Given the strategic nature of the SRN, the influence of such measures on trips that would make use of the SRN are different to that of the local road network, although with a view to the often peak based commuting patterns in the Tees Valley with use of the SRN for a relative short distance (particularly in the urban areas), there are likely opportunities to make positive contributions to the performance of the SRN.
	Delivering Social Equality and Protecting and Enhancing the Environment	This section of the Plan focus on the social and environmental influences that cross-cut the other themes including air quality, noise and protecting the built and natural environment. Initiatives include improved, affordable access to employment, training, education, health, retail, culture and leisure and improving the safety of modes of transportation, such as training programmes funded to help children safely walk and cycle to school.	Highways England supports the consideration given to this important theme and will seek to support initiatives that can contribute to the aims identified.

Chapter	Section	Section highlights	Comments in relation to SRN influence
How Will the Plan be Delivered?	Working with Partners	It is identified that the delivery of the STP will be managed by Tees Valley Combined Authority alongside the five constituent Local Authorities. A number of delivery partners are identified including Highways England, who's role in relation to the SRN is identified and the identification of lobbying Highways England to ensure that the necessary improvements to the SRN in Tees Valley are recognised in Highways England programmes.	Highways England engages with its partners in the development of the programme of schemes that form part of the Roads Investment Strategy [RIS]. During this process, a call for evidence is made that facilitates identification and prioritisation of schemes across the SRN. With a view to the ambitions of Tees Valley, it is essential that there is an evidence base upon which road-based decisions are to be made. This is therefore a key consideration of Highways England. It is recognised that a number of other partners are identified, including private sector developers and given the cross-network linkages, there may be opportunities to fund and deliver schemes from a wider range of funding streams beyond RIS (including other funding streams that become apparent, for example, the Housing Infrastructure Fund [HIF]).
	Local Implementation Plans	Each of the Local Authorities will produce a Local Implementation Plan. These will set out how the Local Authorities will deliver the STP at a local level. This will include; locally specific policy and background context; information on the local transport network and evidence of specific local challenges and opportunities; and a high-level delivery programme reflecting the current known budgets and funding opportunities.	Highways England will engage with the local authorities during the development of the Local Implementation Plans. It is critical that (i) The "umbrella" plan is finalised to offer a fully informed strategic plan for the Tees Valley. (ii) It is clear as to the relationship of the Tees Valley STP and the individual implementation plans. Specifically, it will need to be clear as to where in the process Highways England should be best engaging to ensure a connected and consistent view can be formed. This is specifically important with reference to the role of the SRN in the region not being limited to individual authorities.

4. Review of Draft Roads Implementation Plan

With a view to the focus of the Roads Implementation Plan [RIP] on the highways network, Table 2 seeks to provide a schedule, section by section, of the highlights of the RIP and commentary in relation to the relationship and influence at the SRN.

Chapter	Section	Section highlights	Comments in relation to SRN influence
Introduction		The RIP is part of the first STP for the region, for the period up to 2029. While covering the 'major roads' theme, the RIP also links to the 'connecting economic centres' and 'unlocking key sites' themes. The RIP explores the importance and issues of roads within the transport network and introduced the concept of a Key Route Network for Tees Valley and an Area Action Plan for delivering improvements, as well as setting out the strategic approach to be taken.	Highways England supports the development of the implementation plan that specifically links to major roads but also considers the other connected themes linked to 'the economy' and 'unlocking sites'. It is on this basis that Highways England has placed a focus on the review of this specific implementation plan. Reference to the Area Action Plan process is welcomed and is something that Highways England would wish to continue to engage in from an outcomes point of view, but also ensuring that there is a suitable evidence base available upon which to plan improvement strategies.
Role of Roads		Tees Valley is a polycentric city region with substantial movements between the five constituents and to neighbouring regions such as the North East and Leeds. Some key facts are identified: <ul style="list-style-type: none"> 87% of Tees Valley residents work within Tees valley creating substantial inter district flows at peak times. 73% of all commuters travel by car compared to the 62% average for the rest of England. The introduction then offers a number of key statistics relating directly to the performance of the SRN including busiest HGV routes and the scale of flows on the A19. 	The role of the SRN can be seen to be vital in the region with a focus here on the performance of aspects of the SRN and the vital role it plays. Highways England should be involved in the Plan with a view to the important role that the SRN plays and its vital contribution to supporting the future economic aspirations of Tees Valley.
A Key Route Network for the Tees Valley		In Tees Valley, the SRN accounts for 4% of the road network and comprises the following routes – A1(M), A19, A66 (west of the A19), A174 and the A1053. Definition of the Key Route Network which complements the Major Route Network for the north developed by TfN.	This section repeats much of the messages of the 'Major Roads' section of the draft STP itself. No further comments are therefore provided here.
Aspirations for the Key Route Network	Network Performance Aspirations	It is identified that the Combined Authority will work with TfN to agree the conditional outputs (journey reliability, network efficiency, network resilience and journey quality) and will be developing a corresponding series of metrics for the KRN.	While the section is related to the KRN and it is appreciated that metrics are needed to measure its performance, with a focus on the customer and their "overall journey", focus needs to be placed on whole network performance. Strategies and plans should be based on forecast performance (when taking account of future growth etc...) and Highways England would wish to ensure that the evidence base upon which road-based decisions are to be made provides the foundation for such investment decisions (irrespective of which part of the network) and this is therefore a key consideration of Highways England.
	Effective Asset Management	TfN identifies that through influencing travel behaviour, supporting higher quality design and adapting to innovative technologies, such as electric vehicles, the MRN for the North can be improved, managed and adapted for the future to support a sustainable Northern economy.	No comment necessary.
	Road Safety	Road safety is also of paramount importance, and whilst all accidents are important to target, the nature of the KRN means that fatal and serious accidents, along with those involving non-motorised users will be those where we will aim to affect significant reductions.	No comment necessary.
	Environment	It is identified that it could be explored as to how Highways England's Air Quality strategy could be expanded to cover the MRN through future investment on the network.	The development of strategic synergies to apply to all elements of the network (irrespective of its designation) is something that Highways England welcomes.
Current Investment Priorities and Funding	Context	It is recognised that there will be a need to identify, develop and deliver significant highway infrastructure improvements to support housing and economic growth. A collaborative planning process between Highways England, the combined authority and the Tees Valley local authorities is identified, as to develop a pipeline of priorities. Having been in place since 2010, it is identified that there have been 2 iterations of the Area Action Plan which, using transport modelling and development assessment techniques, and based on future growth aspirations, has been used to identify and prioritise transport schemes. To support the latest version of the KRN Programme, details of major developments expected to occur within Tees Valley over the next 20 years are included, providing a common set of development assumptions for all modelling then undertaken. The outputs from the modelling provide an indication of where congestion is likely to occur on the road network in the future if development goes ahead as planned.	The detail of modelling discussed in this section is something that Highways England fully endorse. The Area Action Plan approach, which does fully seek to understand the future operational performance of the network based on future growth aspirations is something which we fully support. This evidence, in the form of an up-to-date Area Action Plan, or alternative evidence base is fundamental to understanding the forecast future performance of the network. The availability of this evidence at this stage would allow detailed comments to be provided in relation to the strategy and its identified priorities. Highways England would welcome discussions in relation to the evidence base.
	'Live' KRN Programme Interventions	A number of live interventions are identified including a number on the SRN.	Highways England is playing a role in supporting a number of the identified interventions.

<p>Future KRN Programme Interventions</p>	<p>It is identified that further interventions are now being identified and developed for inclusion in the KRN Programme in order to provide a pipeline of interventions, with specific reference to:</p> <ul style="list-style-type: none"> • Improvements related to large planning applications (Wynyard, West and South Stockton, South of Middlesbrough and in West Hartlepool). • Improvements on the A66 between the A19 and the South Tees Development Corporation (STDC) site to support the Masterplan being proposed for this site, as well as enhancing access for public and private vehicles to Teesside International Airport. • Feasibility work in relation to an Easter Tees Crossing. <p>It is identified that future interventions will be targeted to where they are most needed and will offer greatest value and there will be a light touch annual review along with a major review every 5 years.</p> <p>A number of SRN interventions are identified which will support the development of the Tees Valley economy and the delivery of the Strategic Economic Plan, including:</p> <ul style="list-style-type: none"> • A66 Blands Corner / Neasham Road improvement. • A66 Morton Palms to Little Burdon dualling. • A66 Elton to Stockton widening. • Elton interchange improvements. • A19/A689 Wynyard Improvements. • A19/A67 Crathorne Interchange roundabout. • A19/A174 Parkway junction. <p>The combined authority will continue to work with Highways England via the KRN Programme process.</p>	<p>Highways England would welcome involvement in the definition of future needs and priorities. An agreed method for doing this should be established in line with the strategic themes of the plan and an evidence base established that can be used to inform decision making. Highways England would welcome discussions in relation to the evidence base.</p>
<p>Action Plan</p>	<p>A series of actions are set out in the action plan.</p>	<p>Highways England does not wish to fully comment on the content of the action plan at this stage.</p> <p>Some of the actions relate to definition of specific schemes; some relate to developing a pipeline of interventions and some relate to interventions related to strategically important sites.</p> <p>It is crucial that interventions and the prioritising of interventions are founded on a suitable evidence base in order to follow the principle that future interventions will be targeted to where they are most needed. It should be identified as to how an evidence base has contributed to the current plan, strategy and identified interventions.</p>

5. Summary and Conclusions

The review undertaken above provides the key comments regarding the components of the Tees Valley Strategic Transport Plan and the supporting Road Implementation Plan. Based upon this review, the following are the key messages that have been identified:

- **Support for the strategy**

Highways England should support the fact that the Tees Valley Combined Authority are setting a strategic long-term plan for their region and ensuring that the transport infrastructure and systems support the aspirations of the region. The provision of this strategy can only serve to assist in overcoming current challenges and realising future opportunities. Highways England will play a positive role in its development.

- **Recognition of the inter-relationship between the SRN and other road networks and that in the Tees Valley, the SRN is often used for local journeys**

The SRN within the Tees Valley, while serving a strategic purpose, is also largely used by commuters on a daily basis, often for relatively short distance trips within the Tees Valley – and in this respect it can often serve as if it were a part of the local road network. The plan identifies, in areas, that the performance of the SRN often has consequential impacts upon the local road network, but this should be considered as an inter-relationship which is often due to the use of the SRN for these local journeys, not purely as a result of the scale of strategic traffic on the SRN in Tees Valley. Indeed, often there are consequential impacts on the SRN as a result of local road network issues. Highways England would wish to work with the combined authority to ensure that the SRN in Tees Valley operates in a safe and efficient manner.

- **A need for a clear evidence base upon which decisions can be made**

Any plan, in developing strategies, identifying current challenges and opportunities, and seeking to support future growth aspirations, needs to be founded on a sound evidence base that can ensure issues are understood, priorities can be identified, and informed decisions are made.

While the plan can therefore be welcomed in terms of its ambitions and plans across the various themes, further information in relation to the role of an evidence base would be welcomed. Highways England are aware of modelling tools available to Tees Valley and assume that there is modelling work undertaken or being progressed to inform the strategy / planned interventions and linked to the future development aspirations in Tees Valley. Highways England should seek to have access to this information – as it stands it is not fully clear as to the position of the evidence base.

AGENDA ITEM 9

**REPORT TO THE TEES VALLEY
COMBINED AUTHORITY
CABINET**

JANUARY 31st 2020

**REPORT OF THE
HEAD OF TRANSPORT**

INTEGRATED TRANSPORT PROGRAMME

SUMMARY

The Integrated Transport Programme (ITP) element of the Tees Valley Combined Authority (TVCA) Investment Plan budget is £256.7m. The initial investment priorities were set out in the Investment Plan and a number of projects have already received approval for full or partial funding through Cabinet or delegated decision in line with the Assurance Framework. There is still £39.451m of confirmed funding yet to be approved and approval is sought for indicative allocations to a number of projects.

RECOMMENDATIONS

It is recommended that the Combined Authority Cabinet:

- i. Approves the indicative funding allocations for the projects summarised in paragraph 6 totalling £39.411m.

DETAIL

BACKGROUND

1. The Strategic Transport Plan (STP) provides the framework for future investment in transport across Tees Valley through the ITP. There is a separate item on the Cabinet agenda seeking approval of the STP.
2. The ITP element of the TVCA Investment Plan budget is £256.7m as set out in the table below.

Integrated Transport Programme budget	
Source	Allocation
Devolution revenue 2019/20 2028/29 (10 years)	£90.6m
Transforming Cities Fund (TCF) capital confirmed (must be spent by 31 March 2023)	£75.5m
TCF capital unconfirmed	£90.6m
Total	£256.7m

3. The confirmed TCF, awarded directly from the Department for Transport (DfT), must be spent by 31 March 2023. It is not considered appropriate to allocate the unconfirmed TCF at this stage.
4. The initial investment priorities were set out in the Investment Plan and a number of projects have already received approval for full or partial funding through Cabinet or delegated decision in line with the Assurance Framework.
5. The current funding situation is summarised in the table below and it can be seen that there is £39.451m of confirmed funding yet to be approved.

Current funding situation	
Item	Amount
Projects previously approved by TVCA Cabinet	£125.226m
Project development work (already approved)	£1.423m
Funding yet to be approved including unconfirmed TCF	£130.051m
Funding yet to be approved excluding unconfirmed TCF	£39.451m

PROJECTS SEEKING APPROVAL

6. Approval is sought for indicative funding allocations to the projects set out in the table below (see shaded column). It should be noted that these are indicative allocations and may change as the programme evolves (variances of more than 10% on an individual project would need to be reported back to Cabinet for approval).

Proposed indicative project allocations				
Project	Indicative allocations requiring approval	Advanced Funding (already approved)	TVCA Total	Other potential funding contributions
Hartlepool Station Capacity (development work)	Up to £1.5m		£1.5m	Network Rail (not yet known)
Billingham Station Access	£1m		£1m	DfT Access for All Fund Bid (£0.882m) Stockton Borough Council (£0.2m)
Urban Traffic Management & Control (Tees Valley wide)	£3m	£0.5m	£3.5m	Middlesbrough Council (£0.02m)
Local Cycling & Walking Infrastructure Plan (Tees Valley wide)	£3.9m	£0.1m	£4m	Potential Local Transport Plan funding (at the discretion of the local authorities)

Project	Indicative allocations requiring approval	Advanced Funding (already approved)	TVCA Total	Other potential funding contributions
				DfT National Road Fund Bid (To be confirmed)
Bus Improvement Corridors (Tees Valley wide)	£3.9m	£0.1m	£4m	Potential Local Transport Plan funding (at the discretion of the local authorities)
Electric Vehicles (Tees Valley wide)	£1.9m	£0.1m	£2m	European Regional Development Fund Bid (£5.788m)
Wheels 2 Work (Tees Valley wide)	£0.195m	£0.065m	£0.26m	Access Fund Bid (£0.04M) European Social Fund Bid (not yet known)
A689 Wynyard Corridor Improvements	£2.6m (to be repaid through S106) towards pedestrian and cyclist bridge & £2.166m to replace previously approved LGF to deliver one roundabout upgrade (Cabinet approval already in place)		£4.766m	DfT National Road Fund Bid (£26.4m) Developer Contribution (£1.6m)
Eaglescliffe Station Western Gateway	Up to £8m	£0.558m	Up to £8.558m	Network Rail (To be confirmed) Stockton Borough Council (To be confirmed)
Teesside International Airport Station redevelopment	£6m		£6m	

Project	Indicative allocations requiring approval	Advanced Funding (already approved)	TVCA Total	Other potential funding contributions
Bus Partnership (Tees Valley wide)	£3m		£3m	Bus Operators (To be confirmed)
Hydrogen Trains	£2m		£2m	DfT/BEIS (To be confirmed)
Development funding	£0.25m		£0.25m	
Total	£39.411m	£1.423m	£40.834m	Currently up to £34.93m

7. Therefore it is proposed that £39.411m of funding is allocated to projects against a confirmed budget of £39.451m. Further details on each of the projects are provided in the following paragraphs.

Hartlepool Station Capacity (development work)

8. Hartlepool Station has the third highest patronage of all Tees Valley rail stations (632,373 boarding and alighting in 2018/19) behind Darlington and Middlesbrough. Network Rail has undertaken capacity analysis work that identifies Hartlepool Station as a constraint on the future aspirations set out in the STP for additional services between Middlesbrough, Darlington and Sunderland. The next phase of work would be to develop a Strategic Outline Business Case that would consider the options to address the constraint, and the potential subsequent phase would be to develop an Outline Business Case. It is proposed that up to £1.5m of development funding is allocated to progress this work. Network Rail has indicated that it is unlikely that they would be able to fully fund the work in the short-term and therefore this funding allocation will enable TVCA to accelerate the next phase of work. TVCA will still continue to try and secure a funding contribution from Network Rail towards the work.

Cabinet approval sought for up to £1.5m

Billingham Station Access

9. Billingham Station is the only regularly served station in the North East with no access for mobility impaired customers to any of its platforms, as the only access is via a stepped footbridge to an island platform.
10. The total scheme cost is £2.082m with a £1m contribution from TVCA, £0.2m from Stockton Borough Council and a bid by Northern for the remaining £0.882m to the DfT's Access for All fund. The scheme would see the installation of two lifts on the existing footbridge. There will be a need to review the position should the Northern bid be unsuccessful.

Cabinet approval sought for £1m

Urban Traffic Management and Control

11. £500K of advanced funding has already been approved through a delegated decision to upgrade the existing Urban Traffic Management Control (UTMC) system, which is operated by Middlesbrough Council for the Tees Valley. The new system provides short-term opportunities to improve the movement of traffic across Tees Valley, thereby reducing congestion, journey times and emissions. It also offers a longer term opportunity to move towards a fully connected transport system.
12. This project is flexible and could be accelerated or scaled back in response to the budget position of the overall programme. It is also a project that could continue to be developed in future funding programmes. A piece of work is being undertaken to set out the strategic approach for development of the system up to 2029 and this will be used to inform the spend profile.

Cabinet approval sought for £3m

Local Cycling & Walking Infrastructure Plan

13. Extensive work has been undertaken to identify a number of corridors across Tees Valley where investment would facilitate an increase in walking and cycling for shorter journeys. Corridors have been shortlisted where infrastructure would provide for utility trips, including short to medium length journeys between housing and employment, but also shorter trips for education, retail, leisure, health and personal business. The corridors will also provide links to national and local public transport hubs, improving access to existing and future bus and rail services.
14. £100k has already been approved through a delegated decision to develop an investment programme and undertake design work on these corridors.
15. This project is flexible and could be accelerated or scaled back in response to the budget position of the overall programme. It is also a project that could continue to be developed in future funding programmes.

Cabinet approval sought for £3.9m

Bus Improvement Corridors

16. One of the main challenges highlighted by bus operators, which impacts on quality, reliability and service delivery, is congestion on key corridors. Work is underway to prioritise corridors across Tees Valley and identify interventions that could improve the efficient movement of buses. £100K of advanced funding has already been approved through a delegated decision to fund the design work on the prioritised corridors.
17. This project is flexible and could be accelerated or scaled back in response to the budget position of the overall programme. It is also a project that could continue to be developed in future funding programmes.

Cabinet approval sought for £3.9m

Electric Vehicles

18. Government has previously announced that it will publish a new Transport Decarbonisation Plan early next year and has pledged to reach net zero emissions across all sectors of the economy by 2050.
19. This project will facilitate the uptake of electric vehicles through the provision of additional electric vehicle charging infrastructure across Tees Valley and an increase in the availability of a range of electric vehicles.
20. £100k has already been approved through a delegated decision to further develop the case and prioritise locations that require additional infrastructure. The TVCA funding also supports an application for £5.788m from the European Regional Development Fund, which will enable a much larger scale project.
21. This project is flexible and could be accelerated or scaled back in response to the budget position of the overall programme. It is also a project that could continue to be developed in future funding programmes.

Cabinet approval sought for £1.9m

Wheels 2 Work

22. The Tees Valley Wheels 2 Work scheme was established in early 2018 with £151k of Access Fund secured from the DfT. It is being managed by Redcar & Cleveland Voluntary Development Agency (RCVDA). It provides an affordable means to access employment and training opportunities for those without access to public transport or a private vehicle.
23. Participants are given training and hire a small scooter, bicycle or an electric bicycle for up to six months, to help them establish themselves at a new place of employment, retain existing employment or access training.
24. To date the scheme has been highly successful, making a significant difference to a number of individuals. It has been regularly oversubscribed and has recently received £65k of advanced funding through a delegated decision to expand the fleet to 80 scooters. The aspiration is to grow the scheme to the point where it generates sufficient income to cover costs and become self-sustaining. RCDVA is currently pursuing European Social Funds (ESF) and requires ITP funding as match for this ESF bid. A further £40k bid has also been made to the DfT Access Fund. The total funding package would then enable them to move towards a self-sustaining model.

Cabinet approval sought for £0.195m

A689 Corridor Improvements

25. The A689 Corridor Improvements project is a package of improvements to a number of junctions and new provision for pedestrians/cyclists, which has recently been submitted by Transport for the North to the DfT's National Road Fund. The improvements will facilitate new housing growth, improve the movement of traffic and provide opportunity for walking and cycling trips.
26. TVCA funding will be used to deliver two elements of the package. Firstly, a new pedestrian and cyclist bridge to connect Wynyard Park and Wynyard Village over the A689. This will reduce severance and provide a sustainable link between Wynyard

and Billingham. Over time this element of the project will be fully developer funded. However, in order to provide this important link now, funding is required which will be paid back through S106 payments over time as development comes forward.

27. Secondly, improvement works will be undertaken to the third roundabout from the A19/A689 junction heading west, namely the Meadows roundabout. The strategic junction improvements will involve signalisation of the roundabout, which will incorporate a pedestrian phase to assist crossing of the dual carriageway at this location. The scheme will improve vehicle and pedestrian safety, connectivity between housing developments north and south of the A689 and traffic flows and congestion as development continues.
28. A £2.5m Local Growth Fund (LGF) contribution has previously been approved by Cabinet towards the wider A689 Corridor Improvements project, of which £0.334m has been spent on development. In order to manage the LGF spend profile, which must be spent by the end of 2020/21, the remaining £2.166m will now come from the ITP.

Cabinet approval sought for £2.6m for the pedestrian and cyclist bridge (repaid through S106 payments over time)

£2.166m to replace previously approved LGF contribution to the wider project (Cabinet approval already in place) that will fund the roundabout upgrade.

Eaglescliffe Station Western Access

29. Eaglescliffe Station is a key hub for rail connectivity in the Tees Valley with Grand Central running five direct trains to London every day in addition to the half hourly Northern service between Darlington and Saltburn. Grand Central has also recently been granted approval to run a sixth daily train to/from London in early 2020.
30. This project would create a new western access to the station, a car park (c.120 spaces) and an extension of the existing access road to the car park. A fully accessible pedestrian footbridge would be provided to the existing island platform, replacing the existing footbridge that only currently provides limited access to the east of the station. It would also complement the investment that Grand Central is currently making at the station to provide additional waiting room and ticket office facilities and new toilets.
31. Improved access from the west would provide a catalyst for further private sector investment in the Durham Lane Industrial Estate and seek to address market failure in the office and business premises market. It would also provide additional parking capacity and access to new walk-up markets.
32. £558k from the ITP has already been approved to develop the business case. The cost and scope of this project will become clearer after the feasibility design phase is completed in spring 2020. It is considered too early to make a definitive funding commitment until the total scheme cost is understood and partner contributions have been confirmed, but the indicative allocation at this stage is up to £8m.

Cabinet approval sought for up to £8m

Teesside International Airport Station Redevelopment

33. There is a need for investment in the existing Teesside International Airport station if it is to remain functional. The ownership of the station and the liability for ongoing maintenance fall under the responsibility of the airport. The estimated cost to make the current station safe (removal of a platform and the existing footbridge) is circa £700K. There is still a degree of uncertainty around the cost of redeveloping the station at this stage.
34. Consideration will also need to be given to influencing the train operating company and future franchises to secure additional service stops at the station.

Cabinet approval sought for £6m

Bus Partnership

35. TVCA is currently working with local authorities and bus operators to try and develop a new Tees Valley wide partnership agreement. The agreement would capture a set of shared aims with regard to improving bus services. There are a number of issues that are being considered as part of this work:
 - Bus shelter improvements – the financial model for bus shelter improvements needs to be clarified. The maintenance and advertising contract is currently out for renewal and a clearer picture of how and where investment could be targeted will be available once the final tenders are returned in early 2020.
 - Bus information and marketing activity – there is a need to consider the future model for the provision of these functions.
 - Bus network review – a bus network review is currently being undertaken and aspirations to extend the current network are likely to require a financial contribution to the partnership.

Cabinet approval sought for £3m – further detail on the proposals would then be developed through the partnership.

Hydrogen Trains

36. In 2018, Arriva Rail North (ARN) was asked by government to look at areas where they could pilot low emission alternatives to the current diesel rolling stock. Hydrogen was identified as a potential alternative and the Tees Valley was quickly shortlisted in part due to the presence of hydrogen production. In February 2019, ARN submitted a business case to DfT for a fleet of 10 x 3-unit hydrogen fuel cell trains to operate and be based within the Tees Valley. The project would see the first fleet of hydrogen powered passenger trains operating in the UK, initially between Bishop Auckland and Middlesbrough.
37. Lackenby has been proposed as their preferred site for a maintenance and fuelling facility owing to the existence of on-site rail infrastructure connected to the network and the potential availability of a large loco shed, previously owned by SSI, to accommodate the maintenance of trains as part of a new hydrogen depot.
38. In addition to the rolling stock and loco shed, the business case to DfT originally included the building of a hydrogen production, storage and fuelling facility. This element was subsequently presented successfully to the Department for Business, Energy & Industrial Strategy (BEIS) as a hydrogen at scale funding application by a consortium including ARN and BOC.

39. The DfT has been tasked with trying to pull together a wider funding package and has indicated that a commitment from TVCA would be viewed positively by Treasury. BEIS has already made a commitment to contribute £10m.

Cabinet approval sought for £2m towards a wider TVCA package

Development funding

40. It is proposed that £0.25m of development funding is allocated to undertake feasibility work on potential new schemes. There is £90.6m of unconfirmed TCF and a strong likelihood that nationally competitive funding pots will be announced in the future. There is therefore felt to be a need to develop a pipeline of projects that can be delivered post March 2023. There will be a further discussion at the Transport Advisory Group on the process for allocating this funding to ensure its impact is maximised.

Cabinet approval sought for £0.25m

ASSURANCE

41. Cabinet approval would allow projects to progress and include delegation of the business case approval process to the TVCA Chief Executive in consultation with the TVCA Management Group, Section 73 Officer and Monitoring Officer in line with the Assurance Framework.
42. All allocations are subject to completion of a proportionate DfT TAG compliant business case. For projects that are over £5m; or are under £5m but represent a functional standalone project, the business case must be published on the TVCA website for 3 months prior to a decision and will be subject to sign off in line with the Assurance Framework.

FINANCIAL IMPLICATIONS

43. The report sets out a proposal for allocation of the £39.451m of confirmed Integrated Transport Programme budget yet to be approved.
44. The TCF element of the budget must be spent by March 2023 in accordance with DfT requirements.

LEGAL IMPLICATIONS

45. There are not considered to be any legal implications arising from the recommendation in this report. However, there may be legal implications for individual schemes and appropriate legal advice will be sought as required.

RISK ASSESSMENT

46. The ITP is categorised as medium risk. This is because a number of the projects are inherently challenging to deliver and the TCF needs to be spent by March 2023. There are robust programme management arrangements in place both internally within TVCA and through the Transport Advisory Group. Individual projects and schemes will also be subject to their own risk management processes.

CONSULTATION AND COMMUNICATION

47. The STP provides the framework for future investment in transport and this has been subject to an extensive consultation process.
48. This item has been discussed at the Transport Advisory Group, Management Group, and the Chief Executives Group.

EQUALITY & DIVERSITY

49. The equality and diversity impacts of individual projects and schemes will be considered during development.

LOCAL ENTERPRISE PARTNERSHIP

50. This item has been considered at the LEP meeting in advance of it coming forward to Cabinet.

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AGENDA ITEM 10

**REPORT TO THE TEES VALLEY
COMBINED AUTHORITY CABINET**

JANUARY 31st 2020

REPORT OF DIRECTOR OF BUSINESS AND SKILLS

INNOVATION

INVESTMENT PLAN - £18.98M INNOVATION PROGRAMME

SUMMARY

We are bringing forward plans to utilise the investment plan allocation to:

- i) Invest in and create clusters aligned with regional innovation priorities which have the capacity to bid into national funding initiatives.
- ii) Invest in activities which amplify the work of the regions research and innovation centres and focus their impacts in the Tees Valley.

Investment will focus on the main sectors identified in the Strategic Economic Plan (SEP) and build on the work done for the Local Industrial Strategy (unpublished). Funding for the Innovation Programme will come from a combination of funds allocated in the Combined Authority Investment Plan 2019-2029 and external funding sources.

This paper presents the outline proposals to cabinet and requests approval to allocate £18.98m of Investment Plan funding between 2019–2024. Once allocations are agreed, programme activity will commence subject to approval of individual business cases, appraisal/due diligence and approval via delegated decision in accordance with the Tees Valley Combined Authority Assurance Framework.

RECOMMENDATIONS

It is recommended that the Combined Authority Cabinet:

- i. Approve the £18.98M innovation programme as follows:

Activity	Indicative allocation £m
Bio and life sciences	£6.8
Clean growth / Clean Transport	£8
Digital	£2
Networks / Leverage	£2.18
Total	£18.98

- ii. Approve that, in line with the Assurance Framework, decisions on the individual schemes within the programme and approval of their business cases are delegated to the Combined Authority Chief Executive in consultation with the S73 Officer, the Monitoring Officer and Tees Valley Management Group. Performance will be reported through the quarterly Investment Plan performance report.

DETAIL

Purpose of this paper

1. As part of the Tees Valley Investment Plan 2019-29 several projects were identified as potential areas for investment, these were
 - CPI Health Futures Centre ^A
 - TWI/Teesside University Hydrogen Innovation and Skills Accelerator ^B
 - Hydrogen Gas Networks ^B
 - Cluster Decarbonisation ^B
 - MPI pilot Thermochemical Processing Facility ^C
 - Medical / digital opportunities. ^D

Superscripts link initial proposed activities to the proposed plan

2. The Tees Valley Combined Authority Investment Plan 2019–29 allocates a total of £20m to innovation. The purpose of this paper is to allocate £18.98m to deliver against the identified areas of investment.
3. The proposal is to invest in a series of linked projects to support the priority areas identified in the SEP and the investment plan and to utilise external funding sources to maximise impact. The investments fit within a series of linked activities supported by the Local Authorities and the Combined Authority, which are listed below to show the context of the proposed innovation investment and how it links to direct regional economic impact.

Proposed allocation of the Innovation Programme

Innovation Cluster Development

4. By bringing our regional companies, networks, innovation and research providers together to cluster around key regional priorities, we can create clusters with the critical size to enable the region to bid into national initiatives and attract investment. We also propose to leverage the work of our regional industrial networks to promote the region both within government but also as an attractor for inward investment.
5. The Combined Authority Innovation budget is £2m per year, a national innovation project is often a scale of magnitude greater than this, e.g. a Strength in Places project could deliver £10-£20m of innovation activity in the region. We propose to invest in activities

which work with our companies, create clusters and to use this critical mass to attract more investment.

6. Specific activities include:

- a) **Innovation Officers** ^{A,B,D} – these will cover the key priorities of “industrial digitisation”, “bio / life sciences” and “clean growth (including offshore energy)”. This will consist of 3 officers (1 already in place).

They will;

- i) Work with Industry and the Local Authorities to develop the specific Tees Valley offer in their key sector focus.
- ii) Liaise with key industrial sector groups and networks to develop consortia and proposals to bid into government funding initiatives aligned to Tees Valley priorities
- iii) Work across government and innovation agencies to raise the Tees Valley profile in key priority areas

- b) **Partner Networks** ^{A,B,D} – We propose to partner with key local industrial networks to leverage their close relationships with industry to support the development of significant scale regional proposals. We will also use the networks and their events to actively promote the Tees Valley to key industrial sectors

Proposed activities include;

- i) Continuation of the co-funded hydrogen officer for an additional 2 years from 2021 to 2023.
- ii) Co-fund a new dedicated resource to focus on the circular economy
- iii) Partner with NEPIC to deliver activities and special interest groups around
 - a. Clean Growth
 - b. Circular economy
 - c. Bio / life sciences
- iv) Continue to support the Energy Coast activities focused on off shore energy including wind energy and use the network to raise the profile of Tees Valley.

Innovation Infrastructure

7. To support innovation and business growth in the region and to deliver on the SEP priorities we propose a series of linked investments to support key sectors.

- i) **Bio and Life Science** ^A
- a. A new bioscience incubator on Central Park with laboratory facilities building on the Biologics and New Horizon investments.
 - b. Bio and life science-based innovation support to grow existing activities.

These proposed activities link directly into existing or proposed investments around:

- c. Proposed ERDF funded outreach projects run by CPI based in Darlington and Redcar to support regional SME's.
- d. A new biologics campus and manufacturing expansion at Fujifilm in Billingham (separate Combined Authority funding requests which is outside scope of this request)

ii) Clean Growth ^{B, C, D}

Create an innovation and incubation activity run by Teesside University, based on the existing MPI campus, focused on clean growth, hydrogen and the circular economy. The new campus will consist of:

- i. Office and project space for companies locating onto the STDC site.
- ii. Incubator and large-scale demonstration facilities focused on decarbonisation, hydrogen and the circular economy.
- iii. An open access innovation centre focused on industrial decarbonisation, hydrogen and the circular economy.
- iv. Improved accommodation for the Materials Processing Institute

This will deliver a “gateway” to the wider STDC site providing office accommodation and meeting space for companies locating onto the site.

The combined authority will receive any income generated by the incubation activities over and above the direct costs of operating the site.

iii) Clean Transport ^B

Hydrogen fuelling stations

This is co-funded by a government grant; the stations will be linked to wider hydrogen activities such as use of hydrogen at TeesPort.

iv) Advanced Engineering ^B

New Materials Integrity Centre at Tees AMP

This is fully funded through ERDF

v) Digital ^D

Digital cyber range with a potential focus on health / space

We will work with regional partners to look at the needs of the digital sector, specifically the needs for cyber security and if a dedicated cyber range could support current proposed digital investment activities as well as supporting activities around digital training, a Tees Valley Institute of Technology bid and wider digital support in the region. We will seek match funding from other agencies.

FINANCIAL IMPLICATIONS

8. £20m has been allocated to innovation within the Investment Plan, the table below outlines how this allocation will be delivered between 2019 - 2024.
9. The Innovation plan aims to invest funds in a series of aligned activities to help drive innovation in the region, it is focused on leveraging our assets to attract national funding and investing in activities to maximise the impact of the innovation assets already in the region. The total requested is £18.98m which will support the delivery of over £34.9m of activity.

	Project	Total project costs	TVCA Funding	Other Funding	Comment
Bio and Life Science					
1	Darlington bio Incubator	£7,000,000	£2,800,000	ERDF £4.2m	At ERDF EOI stage
2	Bio / life science innovation support	£4,000,000 +	£4,000,000	TBD	To ensure existing innovation centres have regional impact
Clean Growth / Clean Transport					
3	STDC Gateway –	£16,000,000	£6,000,000	ERDF £6,000,000 Private £4,000,000	Addresses needs around clean growth innovation and embedding growth in the region. Support STDC site.
4	Hydrogen Transport project	£3,300,000	£2,000,000	OLEV £1,300,000 + private match	Hydrogen refuelling stations
Digital					
5	Digital cyber range to support research in the Tees Valley	£2,000,000+	£2,000,000	Other funding being sort	Cyber range with the potential to add specialist activities for health or space technologies
Networks / Leverage					

6	Tees Valley sector networks	£1,200,000	£740,000	Partner organisations	To establish and coordinate key industrial sector groups and develop large scale proposals over 4 years.
7	TVCA innovation officers	£690,000	£690,000		4-year funding for 3 staff to develop regional innovation projects (plus two years for an officer at 60% FTE) to provide transition for planned retirement
8	Project bid development costs, match funding for large projects and consultancy reports (for project bids)	£750,000	£750,000		Funds to develop large proposals and the evidence bases needed to bid for projects. Match funds for industrial decarbonisation projects part funded by BEIS
	Total	£34,940,000	£18,980,000		

LEGAL IMPLICATIONS

10. There are no legal implications at this stage. A detailed Business Case will be produced for each strand of the £18.98m Innovation Programme and the legal issues surrounding the delivery of each Business Case will be assessed at that time including procurement and state aid issues. Appropriate legal agreements shall be prepared as outlined in each Business Case in order to deliver each strand of innovation activity.

RISK ASSESSMENT

11. Key risks associated with this proposal are either the failure of programmes to effectively address the innovation needs of the Tees Valley or the failure of interventions to take place in a timely manner leading to a potential lost opportunity.

12. Risks will be mitigated by prompt development of robust business cases for all new activity in line with the Combined Authority Assurance Framework.

CONSULTATION & COMMUNICATION

13. Consultation prior to Cabinet Approval will be in accordance with the Combined Authority's governance process.

EQUALITY & DIVERSITY

14. Each of these programmes will undertake an equality and diversity impact when progressed through Business Case.

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