



**Tees Valley Combined Authority Transport Committee  
Agenda**

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**Date:** Friday 22<sup>nd</sup> March 2019, at 2pm

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

**Membership:**

Cllr Stephen Harker - Chair (Leader of Darlington Borough Council)  
Councillor Kevin Cranney – Vice Chair (Hartlepool Borough Council)  
Councillor Nick Wallis (Darlington Borough Council)  
Councillor Lewis Young (Middlesbrough Council)  
Councillor Bob Norton (Redcar and Cleveland Borough Council)  
Councillor Mike Smith (Stockton-on-Tees Borough Council)

**AGENDA**

**1. Apologies for Absence**

**2. Declarations of Interest**

Attached

**3. Minutes**

The minutes of the meeting held on the 11<sup>th</sup> January for confirmation

**4. Matters Arising**

**5. DRAFT Strategic Transport Plan Executive Summary**

Attached

**6. North East Rail Review**

Presentation

**7. Any Other Business**

**8. Date and Time of Next Meeting:**

TBC

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## **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.

## Minutes

### **Tees Valley Transport Committee Cavendish House, Stockton-on-Tees 11<sup>th</sup> January 2019 – 9:00am**

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

#### **Attendees**

##### **Members**

Councillor Stephen Harker - Chair (Leader of Darlington Borough Council)  
Councillor Kevin Cranney – Vice Chair (Hartlepool Borough Council)  
Councillor Nick Wallis (Darlington Borough Council)  
Councillor Lewis Young (Middlesbrough Council)  
Councillor Bob Norton (Redcar and Cleveland Borough Council)  
Councillor Mike Smith (Stockton-on-Tees Borough Council)

##### **Apologies for Absence**

None

##### **Officers**

Alison Fellows (Investment Director, TVCA)  
Martin Waters (Head of Finance, Resources & Housing, TVCA)  
Keith Wilson (Economist, TVCA)  
Laura Metcalfe (Business Plan Officer, TVCA)

<b>TVTC 9/18</b>	<b>RESOLUTION TO EXCLUDE THE PRESS AND PUBLIC</b>
	<p>The Chair proposed, and the Committee agreed, to pass a resolution to exclude the press and public under paragraph 3 of part 1 of schedule 12a of the Local Government Act 1972, in order to allow the Committee to consider matters of a commercially confidential nature.</p> <p>The proposition was seconded by the Vice Chair.</p>
<b>TVTC 10/18</b>	<b>APOLOGIES FOR ABSENCE</b>
	None.
<b>TVTC 11/18</b>	<b>DECLARATIONS OF INTEREST</b>
	None.
<b>TVTC 12/18</b>	<b>DURHAM TEES VALLEY AIRPORT</b>
	<p>The Committee received a presentation on the proposed acquisition of the airport from the Investment Director, Economist and Head of Finance, Resources and Housing of the Combined Authority. Members then had the opportunity to ask questions of Officers.</p> <p>The Committee were advised that a special Cabinet would be held on 24<sup>th</sup> January 2019 to formally consider the acquisition and that it was the intention to publicly publish the proposals relating to the acquisition alongside a business plan.</p>
<b>TVTC 13/18</b>	<b>DATE OF NEXT MEETING</b>
	To Be Confirmed.

**AGENDA ITEM 5****REPORT TO THE TEES VALLEY  
COMBINED AUTHORITY  
TRANSPORT COMMITTEE****22<sup>nd</sup> MARCH, 2019****REPORT OF INVESTMENT DIRECTOR****DRAFT STRATEGIC TRANSPORT PLAN EXECUTIVE SUMMARY****SUMMARY**

The Combined Authority is currently finalising the Draft Tees Valley Strategic Transport Plan.

Following feedback from officers from each of the local authorities and previous Transport Committees; an Executive Summary has been produced which outlines the Combined Authority's approach to developing an integrated transport strategy for the Tees Valley.

If the approach is approved, the development of a full Strategic Transport Plan and five supporting implementation plans will be completed, ready for consultation with stakeholders and the public during summer 2019.

**RECOMMENDATIONS**

It is recommended that the Combined Authority Transport Committee:

- i. Notes the content of the Draft Strategic Transport Plan Executive Summary and provides feedback towards the development of the Draft Strategic Transport Plan.

**DETAIL****Draft Strategic Transport Plan Executive Summary**

1. A Draft Strategic Transport Plan Executive Summary (attached to this report) has been developed with input from local authority officers at the Transport Advisory Group, Tees Valley Management Group and Tees Valley Chief Executives Group.
2. The Executive Summary has been produced to summarise the Combined Authority's approach to developing an integrated transport strategy for the Tees Valley. It outlines the role of transport in delivering the objectives of the Tees Valley Strategic Economic Plan. It also recognises the role of nationally led interventions and the emerging role of Transport for the North.

3. The document summarises the outcomes the Combined Authority hopes to achieve in order to deliver its vision and the actions and interventions that will be required over the next ten years.

### **Draft Strategic Transport Plan and Implementation Plans**

4. Once the context of the Executive Summary has been agreed, the Combined Authority will update the main Draft Strategic Transport Plan document, expanding upon the context and interventions summarised within the Executive Summary.
5. Five implementation plans are also being developed covering:
  - Cycling & Walking;
  - Bus;
  - Rail;
  - Freight; and
  - Roads.
6. Each document will set out the current status of the different modes and provide an action plan for how interventions will be identified, developed and delivered. They will also include detail of how they will link together in order to deliver an integrated, joined up transport network, where passengers and freight can move seamlessly between different modes.

### **Proposed Timescales**

May 2019 – Consideration of the main Draft Strategic Transport Plan document at Cabinet

July 2019 – Cabinet approval for consultation to commence

August 2019 – 12-week consultation launched

September 2019 – Roadshow held in each of the local authorities

October 2019 – Consultation ends

December 2019 – Consultation feedback report finalised

Early 2020 – Final Strategic Transport Plan launched

### **FINANCIAL IMPLICATIONS**

7. Preparing the draft Strategic Transport Plan has involved the use of external resources, and the Transport Committee approved development funding from the Combined Authority for this purpose. A total of £70,000 was allocated to the activities needed to produce the draft Plan, including to assist with technical work and to resource a statutory public consultation process.



## **LEGAL IMPLICATIONS**

8. None

## **RISK ASSESSMENT**

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

## **CONSULTATION & COMMUNICATION**

10. Subject to the approval of the draft documents by the Cabinet, it is proposed to consult on the Strategy between August 2019 and October 2019. Key stakeholders and the public will be able to view the documents on the Combined Authority's website and at selected locations. There will also be a launch event plus a roadshow held within each of the local authorities. Consultees will be given the opportunity to comment on the Strategy through an online questionnaire and the normal postal and email channels.
11. Informed by the findings of the consultation process, the final Strategic Transport Plan will be published in early 2020.

**Name of Contact Officer: Alison Fellows**

**Post Title: Investment Director**

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TEES VALLEY  
COMBINED  
AUTHORITY

| TEES VALLEY MAYOR

# STRATEGIC TRANSPORT PLAN

EXECUTIVE SUMMARY    Draft v1.4

## Introduction

This is the Strategic Transport Plan for the Tees Valley, developed by the Tees Valley Combined Authority including the five constituent unitary local authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees.

The Combined Authority was created in April 2016 to drive economic growth and job creation in the area. It is doing this through the Tees Valley Strategic Economic Plan, which was published in July 2016. As part of the devolution deal with Government, the first Tees Valley Mayor was elected in May 2017. Taking advantage of the powers provided through the devolution deal, with long term security of funding and the ability to borrow, the Combined Authority agreed its Ten Year Investment Plan (2019-29) in January 2019.

Tees Valley has ambitious plans to grow the local economy, which will be achieved by building on our world class expertise in areas like advanced manufacturing and by growing exciting new industries where we are establishing a reputation for excellence, such as in the creative and digital sectors. In addition to this we want thriving town centres, world class health and education establishments and leisure facilities that are second to none.

**Tees Valley Mayor - Ben Houchen**  
Quote from the Tees Valley Mayor

**Chair of the Tees Valley Combined Authority Transport Committee - Councillor Stephen Harker**  
Quote from Councillor Harker

## Why Invest in Improving the Transport Network?

Transport is central to helping us deliver the Strategic Economic Plan, to manage our impact on the environment, and to help people that live and work in Tees Valley to fulfil their potential. Transport & Infrastructure is one of the priority themes of the plan; acknowledging that a high quality, resilient and integrated network is required to deliver the economic growth and other aspirations of the Tees Valley.



Over the 10 years up to 2026, the Strategic Economic Plan set out the aim to create 25,000 new jobs and build 22,000 new homes and our recently updated Investment Plan set out our ambitious plans between now and 2029. For all of this to happen and to ensure that everyone in Tees Valley is able to work, study, enjoy and fully participate in this ambitious vision for the future, we need a first class transport system where people and goods are able to move easily and safely.

Based on this, our transport vision for Tees Valley is:

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

This Strategic Transport Plan sets out how we will achieve this vision, by continuing the collaborative working that has characterised our recent achievements, by working with partners across the North through Transport for the North, whose own Strategic Transport Plan was published in February 2019, and by building on key national transport infrastructure commitments, such as HS2 and on the A1 and the A19.

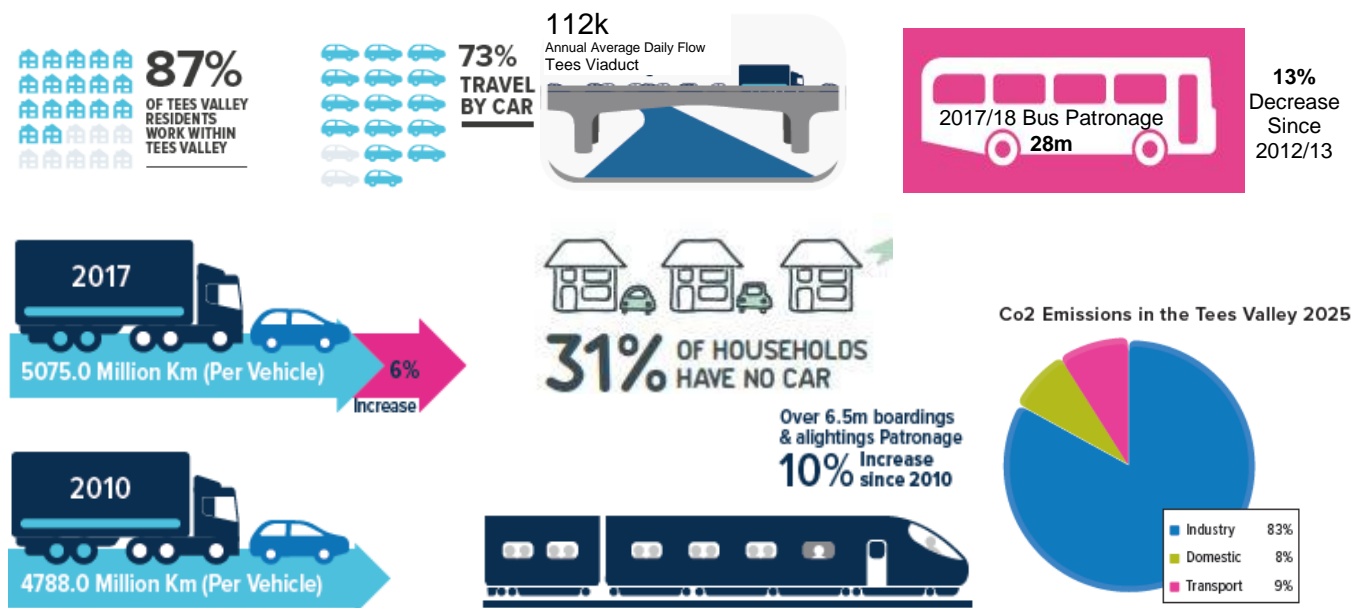
Most people use some part of the transport network on a daily basis, whether to get to work, to an educational establishment, for a health appointment, to go shopping, to enjoy leisure pursuits, or to get to a social engagement. Human beings are inherently a social species, and so the need to move around is likely to remain a fundamental part of our everyday lives in the future, even with the advent of new technologies.

It has long been recognised that transport is a means to an end, not an end in itself, but there has been a tendency in the past to design and develop transport networks in a vacuum, without a true understanding of the role of transport in everyday life. In recognition of this we are clear that this Strategic Transport Plan, and its component parts, must be derived from this wider context for it to be effective. This includes developing, coordinating and improving transport services, transport interchanges, ticketing options and information – providing a seamless integrated experience for the travelling public.

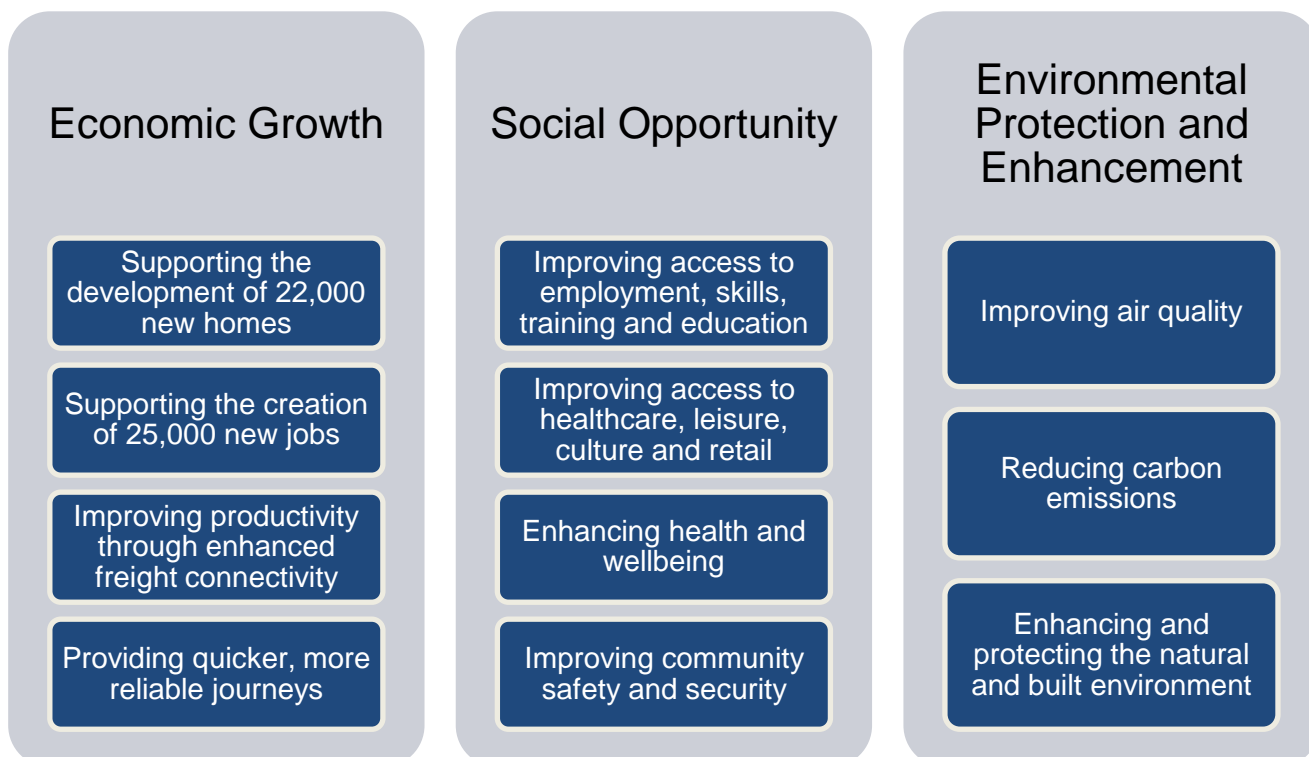
To support the vision, therefore, we have developed three broad objectives:



These objectives take account of the existing situation and recognise some of the main opportunities and challenges facing the Tees Valley today, as shown below.



These key pieces of evidence give rise to a series of outcomes that we wish to see from our transport network, linked to the vision and objectives. These outcomes are set out below, and will guide the development of the transport actions and interventions that will be needed between now and 2026. As interventions are developed, we will be assessing the means by which, and the extent to which, each intervention contributes to one or more of these outcomes.



## What is Needed to Achieve the Vision and Objectives?

Whilst the development of a high quality, resilient and integrated network is required to deliver the economic growth and other aspirations of Tees Valley, we have to recognise that the allocation of funding for transport interventions, and their delivery, is not undertaken in an integrated way, with varying levels of responsibility for identifying, planning and delivering future interventions. This situation is unlikely to change over the lifetime of this Strategic Transport Plan, with five year allocations for major rail and road interventions being made by Government.

Therefore, a framework was developed based upon six themes, which are closely linked together and which will all require improvement in order to achieve the transport vision and objectives set out previously, whilst recognising the constraints on what the Combined Authority can deliver.

The six key themes are:

- National Rail;
- Major Roads;
- Connecting Economic Assets;
- Unlocking Key Sites;
- Local Journeys; and
- Deliver Social Equality and Protect and Enhance the Environment.

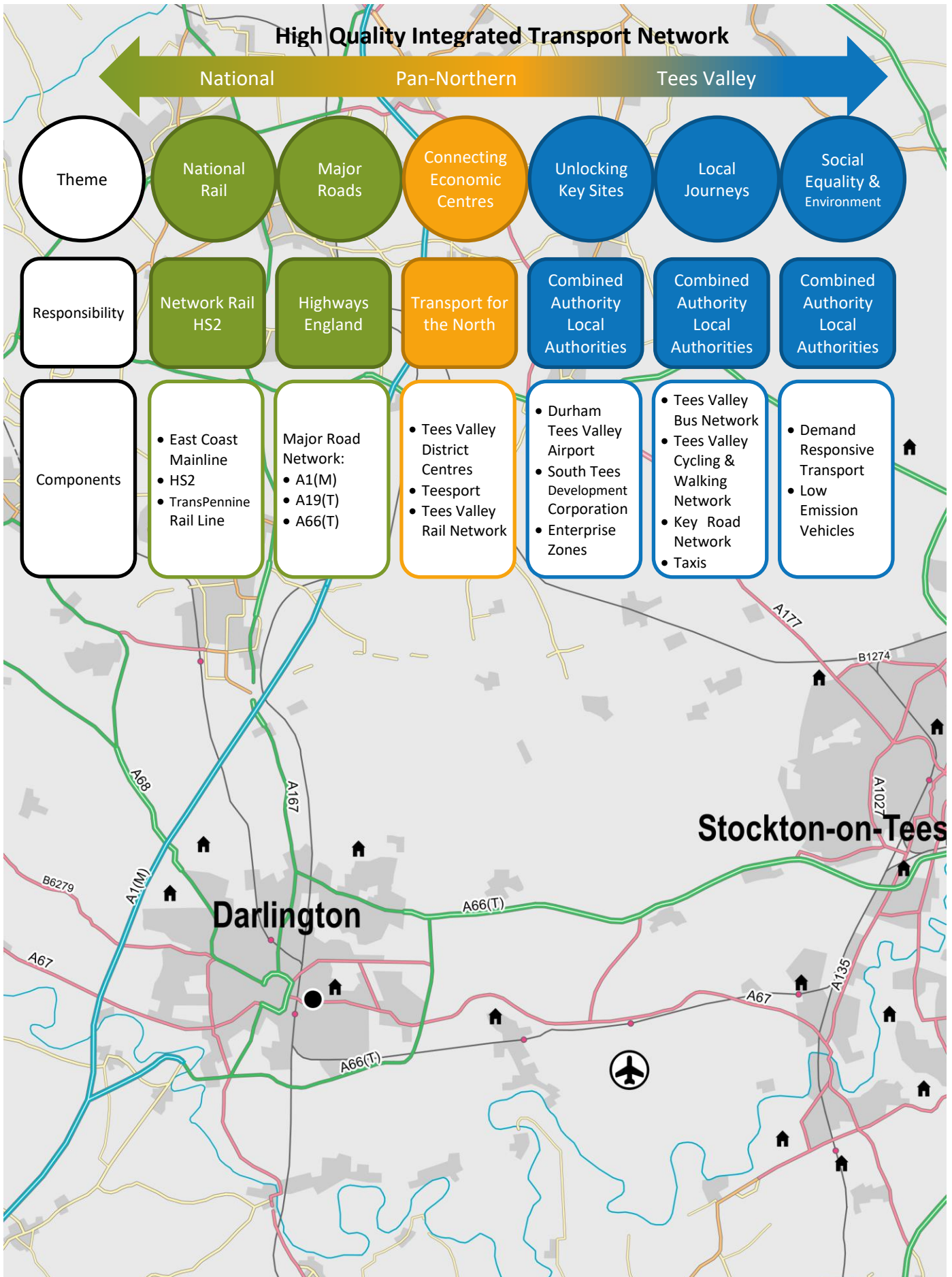
The first two themes recognise the role played by Network Rail, HS2 Ltd and Highways England in managing and operating the existing rail network and the strategic road network. In the near term, funding and responsibility for this is unlikely to change, and so this Strategic Transport Plan needs to make the case for nationally-led interventions on these networks through the five year funding allocations associated with them.

The third theme 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 in the Tees Valley. 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 the Tees Valley's key priorities are included within the Investment Programme.

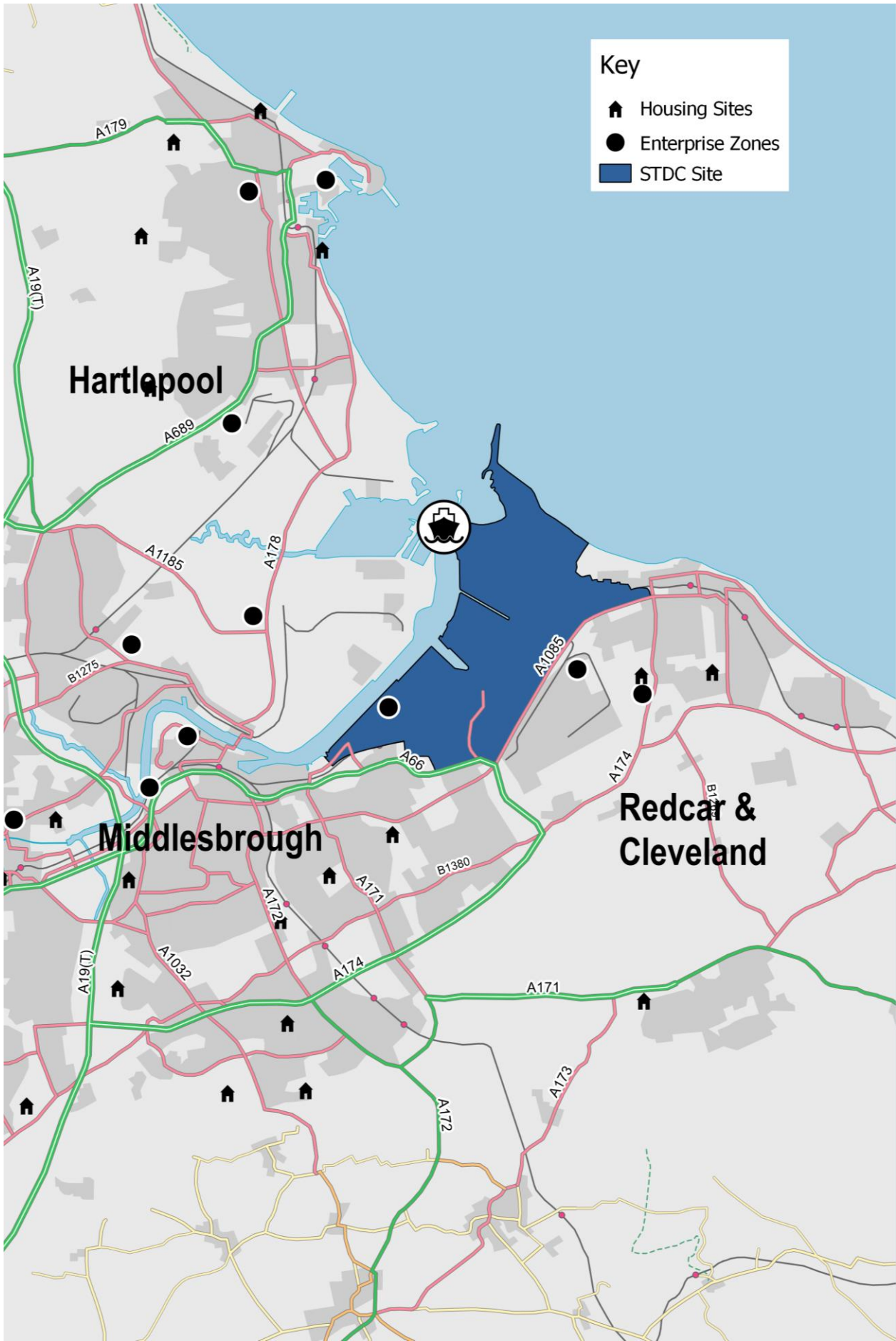
The final three themes link more closely to the three objectives of this Strategic Transport Plan and reflect where the Tees Valley is likely to have more autonomy to bring forward the right intervention, at the right time. These themes will also have the greatest overlap with other themes within the Strategic Economic Plan, principally culture, place-making and education, employment and skills.

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 a seamless mobility will be important when examining what interventions are needed, but the timeframe for this Strategic Transport Plan means that there will be a greater emphasis on infrastructure at this time.

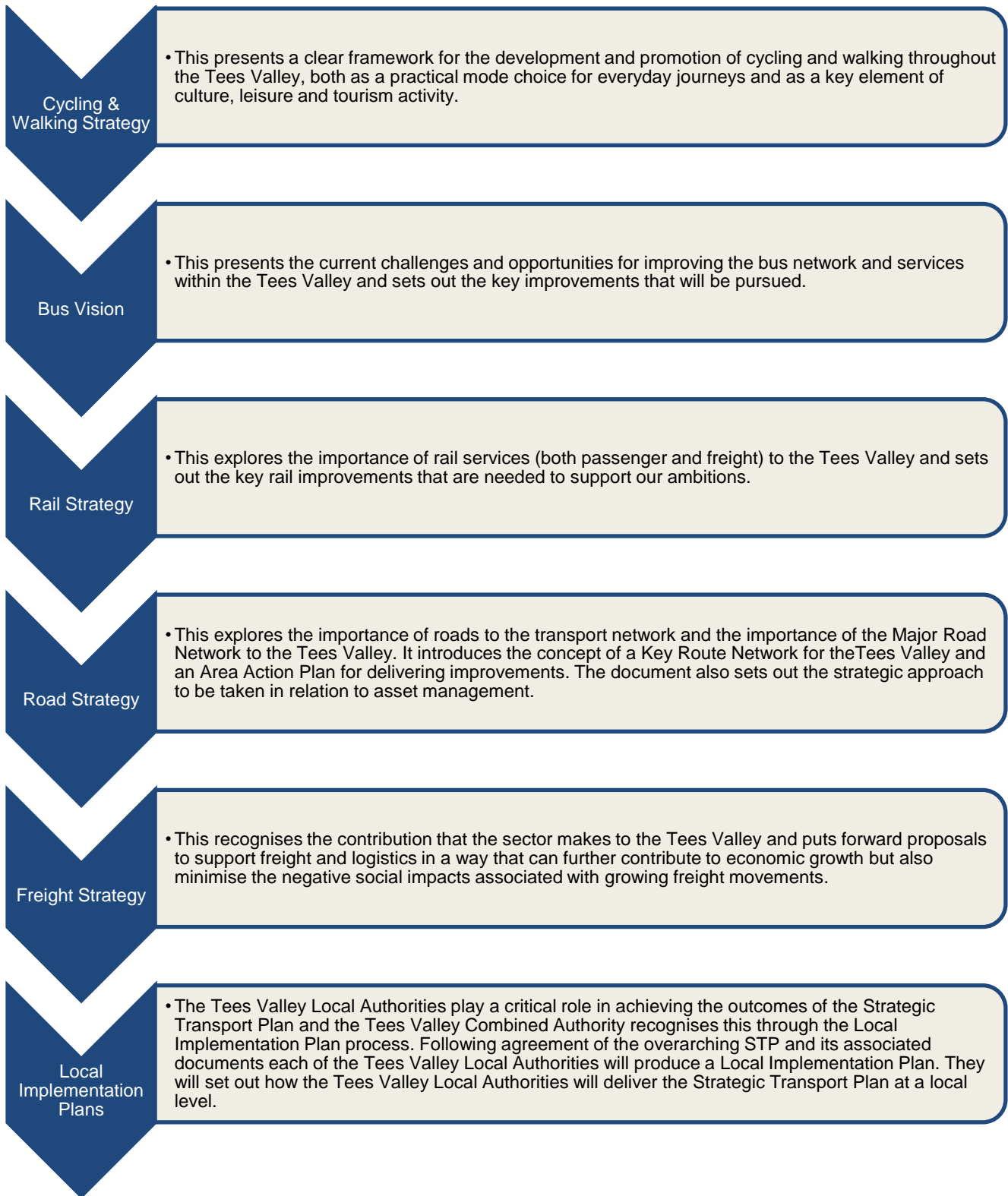
How these themes link together and apply to the existing transport network across the Tees Valley is shown on the map overleaf.







To reflect these themes, and the way in which funding and responsibility currently flows, the detail of the interventions that we have identified as being required to achieve the vision and objectives of this Strategic Transport Plan are set out in a series of supporting documents to the Plan, as shown in the table below. Each document sets out the detail of the specific intervention, but also how they link together in order to deliver an integrated, joined up transport network, where passengers and freight can move seamlessly between different modes.



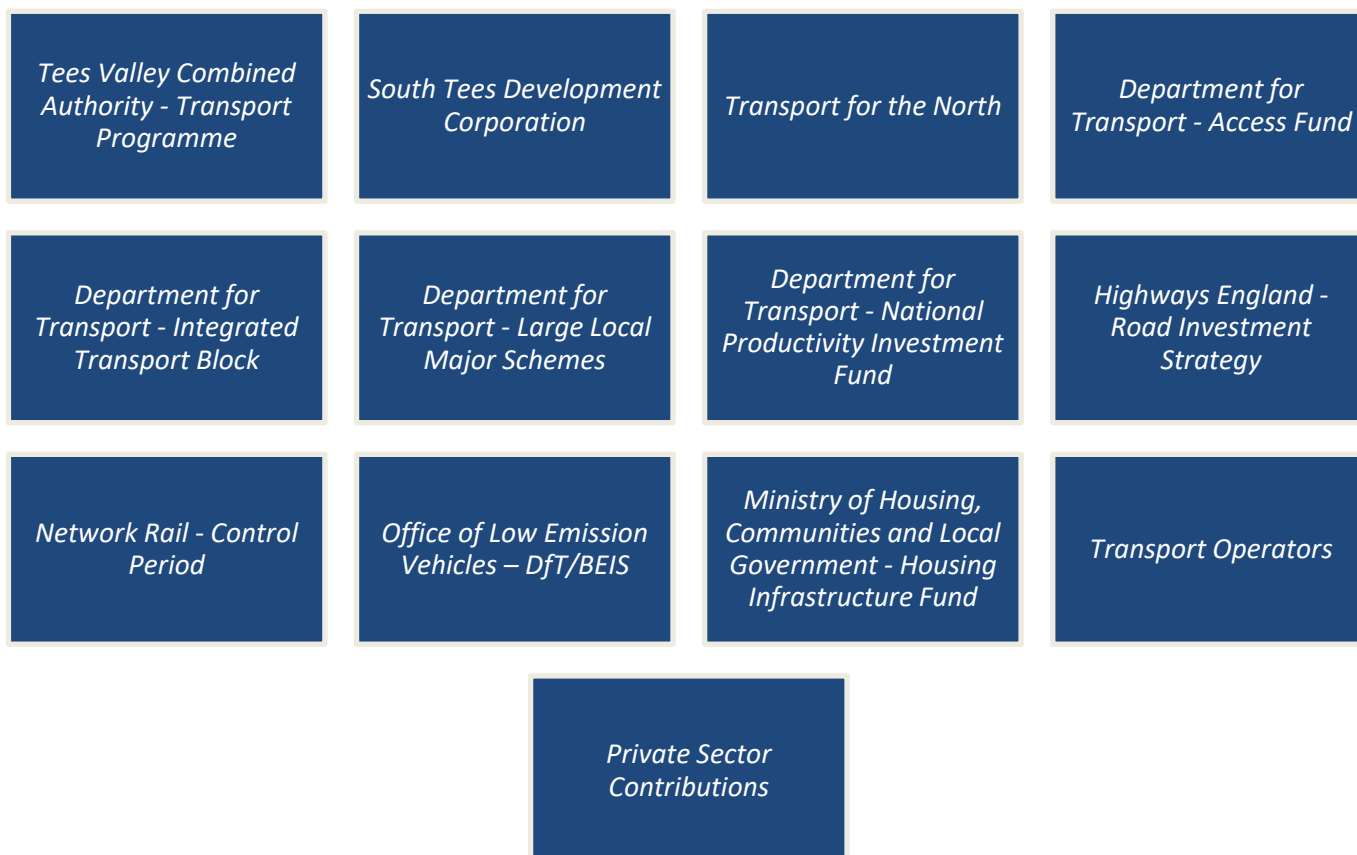
## How Will the Plan be Delivered?






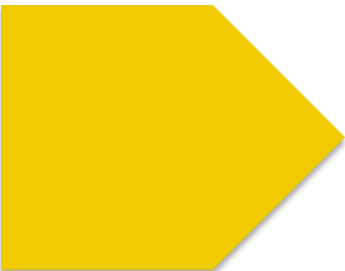
The table overleaf sets out the more specific outcomes, required actions and interventions under each of the six themes that we believe are required to achieve the vision and objectives of this Strategic Transport Plan. More detail on the interventions themselves are included in the supporting documents.

The final column reflects the current and short term routes to delivery and likely funding sources. It recognises that some of the interventions will be delivered by the Tees Valley Combined Authority or the Tees Valley Local Authorities, and others will be delivered by, or in partnership with, other organisations.

Achieving the vision of the Strategic Transport Plan will require funding from a number of sources, both public and private. Transport for the North's Strategic Transport Plan includes a Funding Framework that sets out that much of the burden for funding the first three themes should fall to the Government. The work done also confirms that the totality of these requirements across the North is in line with the fiscal remit set by HM Treasury for the National Infrastructure Commission and in line with the latter's National Infrastructure Assessment, published in July 2018.

The Tees Valley Ten Year Investment Plan 2019-29 allocates £256.7m for the transport programme, excluding funding received for LTP and concessionary fares but incorporating the Transforming Cities Fund. The Transforming Cities Fund is providing £75 million to the Tees Valley to promote public transport, cycling and walking, as well as innovative technologies, so as to reduce the use of private cars and improve air quality. The Plan highlights that national funding will be required to deliver some of the strategic, transformational project and that the Combined Authority's funding will be used to prepare the development works required to access national funding, and / or will represent a local contribution alongside national funds. Opportunities for private sector contributions are also likely to be greatest for the final three themes, building on previous partnership working such as with the local bus operators, as well as developers.



		<b>Required Outcomes (“Why?”)</b>
	<b>National Rail</b>	<ul style="list-style-type: none"> <li>• Improve rail links between the Tees Valley and the rest of the country – as journeys by rail are quicker and a more efficient use of capacity;</li> <li>• Improve rail station infrastructure – ready for major projects such as High Speed Rail and Northern Powerhouse Rail; and</li> <li>• Ensure that existing rail networks are able to cater for future growth in both freight and passenger demands across the North.</li> </ul>
	<b>Major Roads</b>	<ul style="list-style-type: none"> <li>• Deliver and maintain a safe, resilient and reliable Key Route Network for the Tees Valley and a Major Road Network for the TfN area – providing a good level of service for users and facilitating future economic and housing growth across the North.</li> </ul>
	<b>Connecting Economic Centres</b>	<ul style="list-style-type: none"> <li>• Deliver and maintain a frequent, high quality, reliable and integrated public transport network – connecting the Tees Valley’s major transport hubs, town centres, economic assets (South Tees Development Corporation, Teesport, Durham Tees Valley Airport and Enterprise Zones) and key health, employment, education and retail locations.</li> <li>• Develop and improve transport interchanges, ticketing options and information – providing a seamless integrated experience for the travelling public.</li> </ul>
	<b>Unlocking Key Sites</b>	<ul style="list-style-type: none"> <li>• Address specific problems on the major and local transport networks – providing a transport system that facilitates future economic and housing growth across Tees Valley.</li> <li>• Develop and maintain a transport network that is fit for purpose for freight by road, rail, sea and air – enabling the economy to grow effectively and sustainably.</li> </ul>
	<b>Local Journeys</b>	<ul style="list-style-type: none"> <li>• Deliver and maintain safe walking and cycling routes and local bus services that link housing sites to key destinations – providing access for all to key health, employment, education and retail locations across Tees Valley; and rail stations and bus stations/stops for onward journeys.</li> </ul>
	<b>Deliver Social Equity and Protect and Enhance the Environment</b>	<ul style="list-style-type: none"> <li>• Improve Access for those with physical disabilities, learning difficulties and those with sensory impairment.</li> <li>• 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.</li> <li>• Reduce noise and vibration from transport.</li> <li>• Protect and enhance the Tees Valley’s built and natural environment; improve equality of opportunity and enhance health and wellbeing.</li> </ul>

<b>Actions &amp; Interventions (“What?”)</b>	<b>Required Inputs (“How?”)</b>
<ul style="list-style-type: none"> <li>• Delivery of Darlington Station Masterplan improvements</li> <li>• Delivery of Middlesbrough Station Masterplan Improvements</li> <li>• Delivery of improved national rail services.</li> <li>• Influence on key rail franchises which serve the Tees Valley</li> <li>• Rail Gauge Cleared routes to W12 standard between Northallerton and Middlesbrough / Teesport.</li> </ul>	<ul style="list-style-type: none"> <li>• Tees Valley Funding (including Transforming Cities Fund; Investment Fund)</li> <li>• Transport for the North (including Northern Powerhouse Rail)</li> <li>• Network Rail Control Period funding settlements</li> <li>• Department for Transport (including Rail Network Enhancement Pipeline)</li> <li>• High Speed Rail</li> <li>• Private Sector Contributions</li> </ul>
<ul style="list-style-type: none"> <li>• New central major road crossing of the River Tees</li> <li>• Improved east-west road connectivity along the A66 corridor from the A1(M) to the international gateway at Teesport</li> <li>• Incorporate the needs of strategically important sites into the development and maintenance of the DfT’s Major Road Network and the Tees Valley’s Key Road Network</li> <li>• Secure appropriate improvements for the movement of freight on the Major Road Network and Key Road Network</li> </ul>	<ul style="list-style-type: none"> <li>• Tees Valley Funding (including Investment Fund)</li> <li>• Transport for the North (including Strategic Roads)</li> <li>• Highways England Roads Investment Strategy</li> <li>• Department for Transport (including National Productivity Investment Fund and Large Local Major Transport Schemes Fund}</li> <li>• Private Sector Contributions</li> </ul>
<ul style="list-style-type: none"> <li>• Improvements to local rail services, including increased frequency, newer trains and improved / new stations</li> <li>• Improved ticketing across modes, making the most of emerging technologies</li> <li>• Improved information to assist mode choices through Connect Tees Valley</li> </ul>	<ul style="list-style-type: none"> <li>• Tees Valley Funding (including Transforming Cities Fund; Investment Fund)</li> <li>• Transport for the North (including Rail North and Integrated and Smart Travel)</li> <li>• Public Transport Operators (Rail and Bus)</li> <li>• Private Sector Contributions</li> </ul>
<ul style="list-style-type: none"> <li>• Delivery of an airport that meets the needs of the Tees Valley residents and business community</li> <li>• Deliver the transport requirements of the South Tees Development Corporation.</li> <li>• Develop and deliver highway improvement schemes at locations where growth would be constrained without action, linked to large scale planning applications when appropriate.</li> <li>• Refresh and expand the Tees Valley Urban Traffic Management and Control System</li> <li>• Develop road and rail networks with appropriate capacity, capability and facilities for freight movement.</li> </ul>	<ul style="list-style-type: none"> <li>• Tees Valley Funding (including Transforming Cities Fund and Investment Fund)</li> <li>• Department for Transport (including National Productivity Investment Fund, Large Local Major Transport Schemes Fund and Local Transport Plan Integrated Transport Block Allocations}</li> <li>• Highways England (including Growth and Housing Fund and Pinch Point Fund)</li> <li>• Private Sector Contributions</li> </ul>
<ul style="list-style-type: none"> <li>• Improvements to the Tees Valley cycling and walking networks targeted at corridors identified within the Local Cycling and Walking Infrastructure Plan.</li> <li>• Improvements to key corridors on the Tees Valley bus network to improve reliability and journey times.</li> <li>• Integration of sustainable transport improvements within larger infrastructure schemes.</li> <li>• Develop a partnership agreement with Bus Operators</li> <li>• Investigate whether Demand Responsive or community transport could be a solution to problems of rural isolation.</li> <li>• Extension of existing Community Rail Partnership concept.</li> <li>• Identify opportunities to develop the Tees Valley’s leisure and tourism offer.</li> <li>• Local road network maintenance and improvements</li> <li>• Increase road safety for all road users.</li> </ul>	<ul style="list-style-type: none"> <li>• Tees Valley Funding (including Transforming Cities Fund and Investment Fund)</li> <li>• Department for Transport (including Access Fund Local Transport Plan Integrated Transport Block, National Productivity Investment Fund, Local Major Transport Schemes Fund and Highways Maintenance)</li> <li>• Public Transport Operators (Rail and Bus)</li> <li>• Private Sector Contributions</li> </ul>
<ul style="list-style-type: none"> <li>• Development of integrated sustainable transport choices as outlined above.</li> <li>• Incorporate provision for all potential users within wider scheme development.</li> <li>• Let’s Go Tees Valley behaviour change programmes, encouraging healthier more sustainable travel choices.</li> <li>• Establish a coordinated approach to the promoting the use of Low Emission Vehicles and the provision of Low Emission Vehicle Infrastructure in the Tees Valley.</li> </ul>	<ul style="list-style-type: none"> <li>• Tees Valley Funding (including Transforming Cities Fund and Investment Fund)</li> <li>• Department for Transport (including Access Fund and Local Transport Plan Integrated Transport Block Allocations)</li> <li>• Office of Low Emission Vehicles</li> <li>• Public Transport Operators (Rail and Bus)</li> <li>• Private Sector Contributions</li> </ul>

## What does the Strategic Transport Plan mean for you?

We have developed this Strategic Transport Plan to benefit everyone in the Tees Valley, whether you live, work, have a business here or just enjoy visiting the area for all that it has to offer. In reality, this means that:

- You will be able to rely on the latest technology to make travelling around as easy and as simple as possible
- There will be better transport links that will help create more jobs, increase the value of existing houses and allow us to build the houses we need for our future plans
- You will be able to go shopping or visit our local attractions without having to use a car
- The quality of and reliability of your daily commute will be improved, giving you confidence that you will get to where you need to when you need to
- You will be able to get to a hospital or a doctor's appointment using public transport reliably
- Travelling around the world for business or pleasure from our international airport will be easier by public transport
- Visitors to the area will find it easy, high quality and accessible – be it for business or social reasons or to visit one of our natural or cultural events or destinations.
- You will be able to get to study at a nearby school, local college or one of our universities without having to drive or rely on support from other people
- The benefits will be felt by everyone whilst continuing improve the excellent quality of life that the Tees Valley has to offer

This means lobbying for investment in national transport networks, but also delivering the local networks to complement them and ensure that you can access them and benefit from them, whatever your requirements. This approach will deliver our vision is of a high quality, quick, affordable reliable, integrated and safe transport network.

## What Happens Next?

This is an exciting time for transport in Tees Valley, but also a pivotal one if we are to develop the transport network that we need to support our ambitions. We will be looking to publish the final Strategic Transport Plan late in 2019 following the feedback on this Consultation Draft, so it is important for you be involved in the development of the Plan at this stage.

The main Strategic Transport Plan document and the supporting documents that have been developed to support it can be found on the Tees Valley Combined Authority Website:

[www.teesvalley-ca.gov.uk/transport/strategic-transport-plans](http://www.teesvalley-ca.gov.uk/transport/strategic-transport-plans)

### Feedback

We would welcome your feedback on the draft document. Please complete our questionnaire which is available online at:

[www.teesvalley-ca.gov.uk/transport/strategic-transport-plans](http://www.teesvalley-ca.gov.uk/transport/strategic-transport-plans)

We will also be holding a number of consultation events across the Tees Valley, where you can meet us and discuss any questions, hopes or concerns for transport in the Tees Valley. Staff will also be on hand to help you complete the questionnaire. Further details on the events can be found on the website.

### Deadline

The deadline for completing the questionnaire or any other comments on the consultation is \_\_\_ **September** 2019