



Tee Valley Combined Authority Transport Committee Agenda

Date: Tuesday 17th October, 2023 at 10am

Venue: TVCA Offices, Teesside Airport Business Suite, Teesside International Airport,
Darlington DL2 1NJ

Membership:

Councillor Stephen Harker - Chair (Leader of Darlington Borough Council)

Councillor Sue Little (Hartlepool Borough Council)

Councillor Libby McCollom (Darlington Borough Council)

Councillor Theo Furness (Middlesbrough Council)

Councillor Clare Gamble (Stockton Borough Council)

Councillor Carl Quartermain (Redcar and Cleveland Borough Council)

AGENDA

- 1 **Apologies for Absence**
- 2 **Declarations of Interest**

Attached
- 3 **Minutes**

Minutes of the meeting held 7th February, 2023 for approval
4. **Appointment of Vice Chair**
Verbal
5. **Appointment to the Transport for the North Scrutiny Committee**
Verbal
6. **Summary of Transport Strategy**
Attached
7. **City Region Sustainable Transport Settlement (CRSTS) Programme progress**
Attached
8. **Bus Overview**
Attached
9. **Electric Vehicle Charging Infrastructure Delivery Plan & Funding Update**
Attached
10. **Date and time of next meeting**



Tee Valley Combined Authority Transport Committee
Agenda

TBC



Tees Valley Combined Authority Declaration of Interests Procedures

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

Personal Interests

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

Declarations of interest relating to the Councils' commercial role

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

Anything is possible

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. If no declaration is received from elected members within 28 days the matter may be referred to the Head of Paid Service of your local authority and Leader of the political group you represent on your council for action. If a Declaration is not submitted within an appropriate timescale you may be prevented from attending committee meetings.
7. 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

8. 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.
9. 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.
10. 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



11. 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 Transport Committee

Date: Tuesday 7th February, 2023 at 9am

Venue: Teesside Airport Business Suite, Teesside International Airport, Darlington DL2 1NJ

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

Attendees

Members

Councillor Jonathan Dulston - Chair (Leader of Darlington Borough Council)
Councillor Andy Keir (Darlington Borough Council)
Councillor Cliff Foggo (Redcar & Cleveland Borough Council)
Councillor Mike Smith (Stockton Borough Council)
Councillor Eric Polano (Middlesbrough Council)
Matthew Ord (LEP Board Representative)

Apologies for Absence

Councillor Tom Cassidy (Hartlepool Borough Council)

Officers

Tom Bryant, Assistant Director, Transport & Infrastructure, Tees Valley Combined Authority
Alan Weston, Transport & Infrastructure Manager, Tees Valley Combined Authority
Sally Henry Governance Officer, Tees Valley Combined Authority
Anthony Hewitt – Darlington Borough Council
Kieran Bostock – Hartlepool Borough Council
Andy Corcoran – Stockton-on-Tees Borough Council
Simon Houldsworth – Redcar & Cleveland Borough Council
Craig Cowley – Middlesbrough Council

APOLOGIES FOR ABSENCE

As noted.

DECLARATIONS OF INTEREST

None

MINUTES

Minutes of the meeting held 20th October 2022 were agreed as a true record.

RESOLVED THAT:-

- The minutes of the Transport Committee meeting held on 20th October 2022 agreed as a true record.

TRANSPORT UPDATE

The Transport Committee were provided a transport update which included:-

- Funding update – the Committee were advised that the Combined Authority has been successful in achieving additional funding for several projects;
- A programme summary which advised the Committee which projects are in delivery, including electric vehicle charging infrastructure, Urban Traffic Management and Control (UTMC) System, Active Travel Hubs and Wheels to Work;
- A programme update for each Local Authority area which showed the various projects and the stages of delivery;
- The continued commitment from TVCA, the 5 Local Authorities and local bus operators towards the Enhanced Bus Partnership;
- The success of the Middlesbrough to Teesport Service 101. This has been in operation since January 2022 and was scheduled to fit in with the 3 shift patterns at Teesport. TVCA has worked with businesses to secure funding to extend the service. The level of subsidy has reduced and the aim is for the service to become commercially viable. This is a real success story of transport unlocking jobs for people who were previously unable to get to the site.
- Tees Flex – the 3 year trial runs until the 24th February. A review has been carried out of the service, analysing all the passenger data. TVCA are still working through various options.

- Transforming the Tees Valley Rail System – highlighting the recent service enhancements, but also the recent poor reliability and general performance issues.

Transport committee members were invited to comment and ask questions throughout the update.

It was noted that a lot of the projects will be going out to consultation and members were encouraged to engage with officers as the plans are developed. It was suggested that we need to make people aware of the bigger picture with maps showing how individual schemes link together.

There was a discussion around the Middlesbrough Station project, which will involve improvements to the public realm and will support the wider redevelopment of the town centre.

The viability of a travel app was discussed, and members were advised that options are currently being investigated as the app should not duplicate what is already available.

The Chair encouraged Members to have active conversation with their Local Authority leaders who make policy & Investment Plan decisions through TVCA Cabinet. Tom Bryant advised members that he is always available to discuss projects/ideas/issues.

DATE OF NEXT MEETING

TBC

AGENDA ITEM 6

REPORT TO THE TEES VALLEY
COMBINED AUTHORITY
TRANSPORT COMMITTEE

17 OCTOBER 2023

REPORT OF THE
ASSISTANT DIRECTOR OF
INFRASTRUCTURE

SUMMARY OF TRANSPORT STRATEGY

SUMMARY

This report outlines Transport Strategy in the Tees Valley.

RECOMMENDATION

It is recommended that Transport Committee note the contents of the report.

DETAIL

Strategic Transport Plan

1. As the Local Transport Authority, TVCA has a statutory duty to produce and keep under review a transport plan, referred to as the Tees Valley Strategic Transport Plan (STP).
2. The Tees Valley STP was approved by TVCA Cabinet on 31st January 2020. It defines the vision and objectives for transport, sets out the high-level actions that will be delivered, and provides the framework for all transport investment.
3. The local authorities have also developed Local Implementation Plans, focusing on their responsibilities as the local highway authorities, but aligned to the Tees Valley STP.
4. TVCA has developed other more focused delivery plans, which provide more detail on the delivery of the high-level actions in the STP, e.g. Local Cycling and Walking Infrastructure Plan, Digital Transport Delivery Plan and the Electric Vehicle Charging Infrastructure Delivery Plan.

5. The government is intending to publish new guidance on local transport plans and once this is published, TVCA will need to formally review and update the Tees Valley STP. However, there is clearly a need to ensure that TVCA is agile and able to quickly respond to future challenges and opportunities and this is achieved through the development of detailed delivery plans identified in paragraph 4.
6. It is important to note that the priority for TVCA is to deliver an integrated transport system across the region, which connects people to opportunity. It is therefore important to see individual projects in the context of the bigger picture and several examples are provided below:
 - The Darlington Station project is critical to improving long-distance connections on the East Coast Main Line, but it is also critical to creating the capacity for more trains to operate within the Tees Valley. Therefore, whilst the investment is in Darlington, the benefits are region wide.
 - The Local Cycling and Walking Infrastructure Plan sets out how TVCA and the local authorities intend to create a Tees Valley wide network, connecting residential areas with the town centres and employment sites. Therefore, individual projects, including those funded by local authorities through Towns Fund, Levelling Up Fund and other similar pots of money, need to be viewed as part of this wider network as opposed to standalone projects.
 - The Urban Traffic Management and Control (UTMC) system sits within Middlesbrough Council as part of the lead authority arrangements. However, it is a Tees Valley wide system and there is a need to ensure that the benefits of the system are maximised across all five local highway authorities.

Funding

7. The STP provides the framework for investment in transport across the Tees Valley through the Integrated Transport Programme (ITP). The ITP element of the TVCA Investment Plan budget was originally £256.7m based upon a share of devolution funding, £75.5m of Transforming Cities Fund, and an estimated £90.6m of further devolution funding from 2023/24 to 2028/29.
8. The award of £310m of City Region Sustainable Transport Settlements (CRSTS) for the period 2022/23 to 2026/27 represented a substantial increase in the anticipated level of ITP funding. Furthermore, the recent announcement of an additional £978m of funding as a proposed CRSTS2 allocation implies a continuation of 5-year funding settlements, which will enable long-term strategic transport planning and project pipeline development work to take place.

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AGENDA ITEM 7

REPORT TO THE TEES VALLEY
COMBINED AUTHORITY
TRANSPORT COMMITTEE

17 OCTOBER 2023

REPORT OF THE
ASSISTANT DIRECTOR OF
INFRASTRUCTURE

CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT PROGRAMME PROGRESS

SUMMARY

This report provides an overview of progress made in the delivery of the £310m City Region Sustainable Transport Settlement (CRSTS) Programme.

RECOMMENDATION

That Transport Committee note the content of the report and continue to work closely with TVCA to ensure delivery of the CRSTS programme within the required timeframe.

DETAIL

The CRSTS Programme

1. The Tees Valley £310m of CRSTS funding was approved by government on 1st April 2022 following discussions between TVCA and government over a 12-month period. CRSTS is a 5-year capital funding settlement for the period April 2022 to March 2027. This was a follow on to the Transforming Cities Fund (TCF), which was TVCA's first round of devolved transport funding.
2. The Programme Business Case, which sets out the projects to be delivered with the funding, was approved by government at the end of July 2022. Although set out in the delivery programme, investment in each of the projects is subject to the preparation of a business case and assurance in accordance with TVCA's Assurance Framework. This means that each project must demonstrate value for money prior to an investment decision.
3. The Tees Valley CRSTS Programme is based around the key investment packages of:
 - making cycling & walking the natural choice for shorter journeys;

- transforming the Tees Valley rail system;
 - a shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers;
 - positioning the Tees Valley at the forefront of decarbonising transport;
 - putting the Tees Valley at the heart of the digital transport revolution;
 - ensuring everyone can access opportunity; and
 - transforming town centre accessibility.
4. Across these 7 investment packages are a total of 41 identified projects, details of which were published by the DfT at:
<https://www.gov.uk/government/publications/city-region-sustainable-transport-settlements-confirmed-delivery-plans-and-funding-allocations>
5. TVCA officers have met or are meeting with Transport Committee members / Transport Portfolio holders and officers in each of the local authorities to outline the projects which are proposed to be delivered within each local authority area, where TVCA and the Local Highway Authority will need to work collaboratively to deliver the project.
6. Within the CRSTS programme there is the ability to over-programme, so that there are contingency plans in place to ensure that the funding can be spent by the March 2027 deadline. This approach does not mean that more money is available in the period and nor does it mean that the Department for Transport (DfT) are looking for additional projects. Instead, this approach is based upon recognising that many projects identified, and therefore estimated scheme costs, were at an early stage when the programme was approved and there is a need to develop the existing agreed programme to a greater level of design maturity and cost certainty.

Leveraging Additional Funding

7. In addition to the £310m CRSTS Programme, TVCA has also managed to secure an additional £128m of funding, either to support the projects identified, or for complementary activity that supports the aims and objectives of the investment packages. The additional funding secured is summarised below:
- making cycling & walking the natural choice for shorter journeys
 - £4.6m of Active Travel Fund
 - £0.75m of Capability and Ambition Fund
 - £17.8m of Levelling Up Fund
 - transforming the Tees Valley rail system
 - £105.1m of Rail Network Enhancements Pipeline (RNEP) for Darlington Station

Programme Delivery

8. As anticipated during the development of the programme business case, there has been a significant amount of work involved in project development and detailed design to enable projects to move into the delivery stage. It was always anticipated that most projects would be delivered in years three and four of the five-year programme and TVCA and the local authorities are on track to achieve this.

9. Currently, the programme overview is:

Project at early development stage	Project at advanced development stage	Project delivery stage	Project completed
26	11	4	0

10. Several schemes are at an advanced stage of project development, including Middlesbrough Station Phase 3 (phases 1 and 2 being delivered with other funding), Eaglescliffe Station and several proposed active travel schemes. Further details of these projects are expected to be published in the coming months.

11. The projects in delivery are:

- Darlington Station (also part funded via TCF programme)
- Billingham Station (also part funded via TCF programme)
- Hartlepool Station
- Local Highway Authority Funding

12. At the end of Q1 2023/24 the financial position of the programme was as follows:

CRSTS Funding committed to projects currently in delivery stage	CRSTS Expenditure incurred at 30 th June 2023
£101.9m	£25.6m

13. The relatively low CRSTS expenditure incurred to date is predominantly a result of being able to utilise other funding sources, including TCF. CRSTS expenditure is forecast to increase as projects progress to delivery, with significant expenditure in the next two financial years.

Delivery Risks

14. There has been a high level of construction inflation since the CRSTS Programme Business Case was agreed by government, and this remains the key risk to delivery of the programme. This is being managed at a programme level with mitigations including potentially adopting a phased approach to delivery, with additional funding from other



sources for future phases, or potentially value engineering the project to the budget available.

15. In addition, public acceptance and statutory permissions are key risks, particularly to the active travel and bus investment packages, which in several cases require reconfiguration of the highway. TVCA is working closely with the local authorities on the development of these projects and further detail will be published as each project reaches the appropriate phase of development.

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AGENDA ITEM 8

REPORT TO THE TEES VALLEY
COMBINED AUTHORITY
TRANSPORT COMMITTEE

17 OCTOBER 2023

REPORT OF THE
ASSISTANT DIRECTOR OF
INFRASTRUCTURE

BUS OVERVIEW

SUMMARY

This report provides an overview on a range of issues in relation to bus services and an update on the latest position.

RECOMMENDATION

It is recommended that the Tees Valley Transport Committee notes the content of the report.

DETAIL

Tees Valley Strategic Transport Plan

1. The Tees Valley Strategic Transport Plan (STP) was developed following extensive public consultation and stakeholder engagement. It was approved by TVCA Cabinet in January 2020 and provides the framework for transport investment.
2. The vision in the STP 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.*
3. The STP includes a package of required outcomes, two of which are to:
 - deliver and maintain a frequent, high quality, reliable and integrated public transport network; and
 - develop and improve transport interchanges, ticketing options, and information – providing a seamless integrated experience for the travelling public.
4. The STP also includes the following actions relating to bus:

- Improvements to key corridors on the Tees Valley bus network to improve reliability and journey times.
- Improve the ticketing offer and information, including the Connect Tees Valley website.
- Develop a partnership agreement with bus operators.
- Development of integrated sustainable transport provision.
- Pilot Demand-Responsive Transport and community-based initiatives as a solution to the problem of accessibility in rural areas.

National Bus Strategy

5. In March 2021, the Government published Bus Back Better: national bus strategy for England. The strategy set out the long-term vision and opportunity to deliver better bus services for passengers across England.
6. The strategy included a requirement for all Local Transport Authorities (LTAs) to:
 - Produce a Bus Service Improvement Plan (BSIP), which should set out the evidence and vision for delivering a step-change in bus services. There was a requirement to publish the BSIP by the end of October 2021.
 - Implement an Enhanced Partnership (EP), which is a statutory agreement between TVCA, the five Tees Valley local authorities and the Tees Valley bus operators. The EP is made up of two parts: the EP plan, which summarises the content of the BSIP; and the EP Scheme, where the detailed requirements, actions and partner obligations for bus services, infrastructure and other supporting measures in the area are set out specifically. There was originally a requirement to establish the EP by April 2022, but this deadline was subsequently extended, and government only required draft EP documentation by the original deadline.
7. On the 2nd July 2021, TVCA Cabinet received a report setting out the intention to establish an Enhanced Partnership across the Tees Valley in accordance with the requirements of the new national bus strategy.

Bus Service Improvement Plan (BSIP)

8. The BSIP is the delivery plan to achieve the bus related outcomes and actions set out in the STP. It complies with government guidance, setting out the key issues and opportunities, and proposes how they will be addressed. An evidence-based approach was adopted, which included stakeholder and public engagement. The BSIP is supported by the Tees Valley Mayor, five local authority leaders, several Tees Valley MPs, the Local Enterprise Partnership and the three largest bus operators.

9. The primary aim of the BSIP is to ‘grow’ passenger numbers through a five-point delivery plan. Further detail is provided in the current BSIP, available at [Tees Valley Bus Service Improvement Plan](#).
10. The national bus strategy states that to benefit from government funding, LTAs will be expected to implement ambitious bus priority schemes and draw up ambitious BSIPs. There was no further guidance on the level of potential funding available, other than that for Mayoral Combined Authorities, the capital ask would be considered through the City Region Sustainable Transport Settlement (CRSTS) process.
11. The funding ask in the original Tees Valley BSIP was £90.4m in total. This was broken down as a £32.8m capital ask from CRSTS and a £57.7m ask, which was predominantly revenue, from the BSIP process.
12. TVCA secured £310m from the CRSTS for the period 2022/23 – 2026/27, of which £46.2m was ultimately allocated to the bus package. This reflects a significant uplift on the £75.5m Transforming Cities Fund allocated to the Tees Valley for the period 2018/19 – 2022/23. All local authorities were engaged during the development of the CRSTS programme, but it was subject to agreement by government.
13. Unfortunately, TVCA received no revenue funding from the original BSIP process. All 79 LTAs submitted a BSIP, but only 31 (40%) received a funding allocation. TVCA received some high-level feedback that did not raise any fundamental issues, but did make some more peripheral suggestions for how the BSIP could be improved.
14. At the request of government an updated BSIP was produced in November 2022. The five-point delivery plan was ‘tweaked’ as per the table below, but there were no fundamental changes to the priorities. At the time, the government did not indicate that any additional funding would be allocated through the BSIP process. However, to try and ensure TVCA were best placed to maximise any opportunity, the funding ask was refined, with a focus on kick-starting an emerging commercial network and implementing a reduced fare offer for the under 21 market. These were high priorities for the Tees Valley and the types of intervention funded through the BSIP process in other areas. The refined revenue funding ask was for £16m in total (£4m per annum for four years).

Bus Service Improvement Plan – summary of priorities		
Original BSIP	Updated BSIP	Summary of change
<i>Network</i> – a collaborative approach focused on core corridors and integration	<i>Sustainable network for the future</i> – a collaborative approach to establish a	Amended to reflect that the priority is to ensure a

with the Tees Flex on-demand bus service. This will ensure services respond to demand, better connect more people to opportunity and facilitate modal shift.	network focused on commercial services and emerging commercial services, which will require short-term financial support (subject to securing revenue funding).	sustainable network for the future.
Infrastructure – new infrastructure investment to prioritise bus on core corridors and improve customer experience.	Bus priority improvements – new infrastructure and digital investment to prioritise bus on core corridors and improve customer experience.	Amended to reflect that some interventions will be infrastructure improvements and some will be digitally focussed i.e. bus priority at traffic signals.
Fares – simpler fares and targeted promotions to drive growth.	Improved fare offer – simpler fares, a new offer for young people and targeted promotions to drive growth.	Amended to reflect the aspiration for young people to be a target market for fares promotion.
Customer experience – putting the needs of customers at the heart of service delivery and improving information provision with one brand identity.	Enhanced customer experience – putting the needs of customers at the heart of service delivery and improving information provision with one brand identity.	Amended to emphasise the aspiration for ‘enhanced’ customer experience.
Decarbonisation – to be one of the first regions in the UK to have an entirely zero emission local bus fleet.	Decarbonising the bus fleet – one of the first regions in the UK to have an entirely zero emission local bus fleet.	No change

15. In August 2023, TVCA was allocated £1.53m of BSIP+ funding for 2023-24 to support existing or new services. 63 of the 79 LTAs received BSIP+ funding.
16. Working jointly with all local authorities, TVCA has already used some of the funding to intervene on several of the service withdrawals made by Arriva in July 2023.
17. The decision on which services to support was informed by a value for money assessment that considered cost and passenger usage. TVCA and the local authorities jointly agreed to support the following services:

- New service 6/6A, Darlington to Stockton, serving Ingleby Barwick, Yarm, Middleton St.George and Hurworth (previously service 12 and part of service 17).
 - New services 17&18, Darlington (previously part of services 3&3A).
 - Service 29, Middlesbrough.
 - Services 3&4, Darlington.
 - Service 3, Redcar & East Cleveland.
18. In addition to the above, BSIP+ funding has been used, alongside a private sector contribution, to extend the Middlesbrough to Teesport Service 101 to March 2024.
19. The second phase of work will involve ‘kick-starting’ a package of service enhancements where there is the potential for them to become commercial over time. The service enhancements agreed jointly by TVCA, and the local authorities are:
- Lingfield Point coverage, Darlington.
 - West Park coverage, Darlington.
 - Riverside Park coverage, Middlesbrough.
 - East Cleveland – Teesport service for Teesport workers, coordinating with shift patterns.
 - Wynyard service, aligned to shift patterns.
20. Procurement of these services is underway, with service commencement anticipated in early 2024.
21. The government has confirmed that a further £1.53m of BSIP+ funding will be allocated to the Tees Valley in 2024/25. A further decision will be needed on the allocation of this funding.

Enhanced Partnership

22. There is a history of partnership working between the public sector and bus operators in the Tees Valley. This has now been formalised through the Enhanced Partnership (EP).
23. TVCA is party to the statutory agreement as the LTA and the five Tees Valley local authorities in their capacity as local highway authorities. On the 22nd July 2022, Cabinet agreed that TVCA become party to the Enhanced Partnership agreement and delegated authority to the Assistant Director for Infrastructure to engage through the Bus Partnership governance structure and agree further detail in relation to any element of the delivery plan, which has implications on TVCA, subject to confirmation of funding and satisfactory completion of the necessary statutory processes.

24. The EP was originally in the form of a ‘shell’ agreement that set out the priorities in the BSIP. It was recognised at the time that the EP needed to be fluid and adaptable given the uncertainty, particularly around the level of funding available. The EP Plan includes a bespoke variation mechanism, which enables further detail to be added as agreement is reached with the bus operators on specific interventions.

Alternative funding streams to kick-start new services.

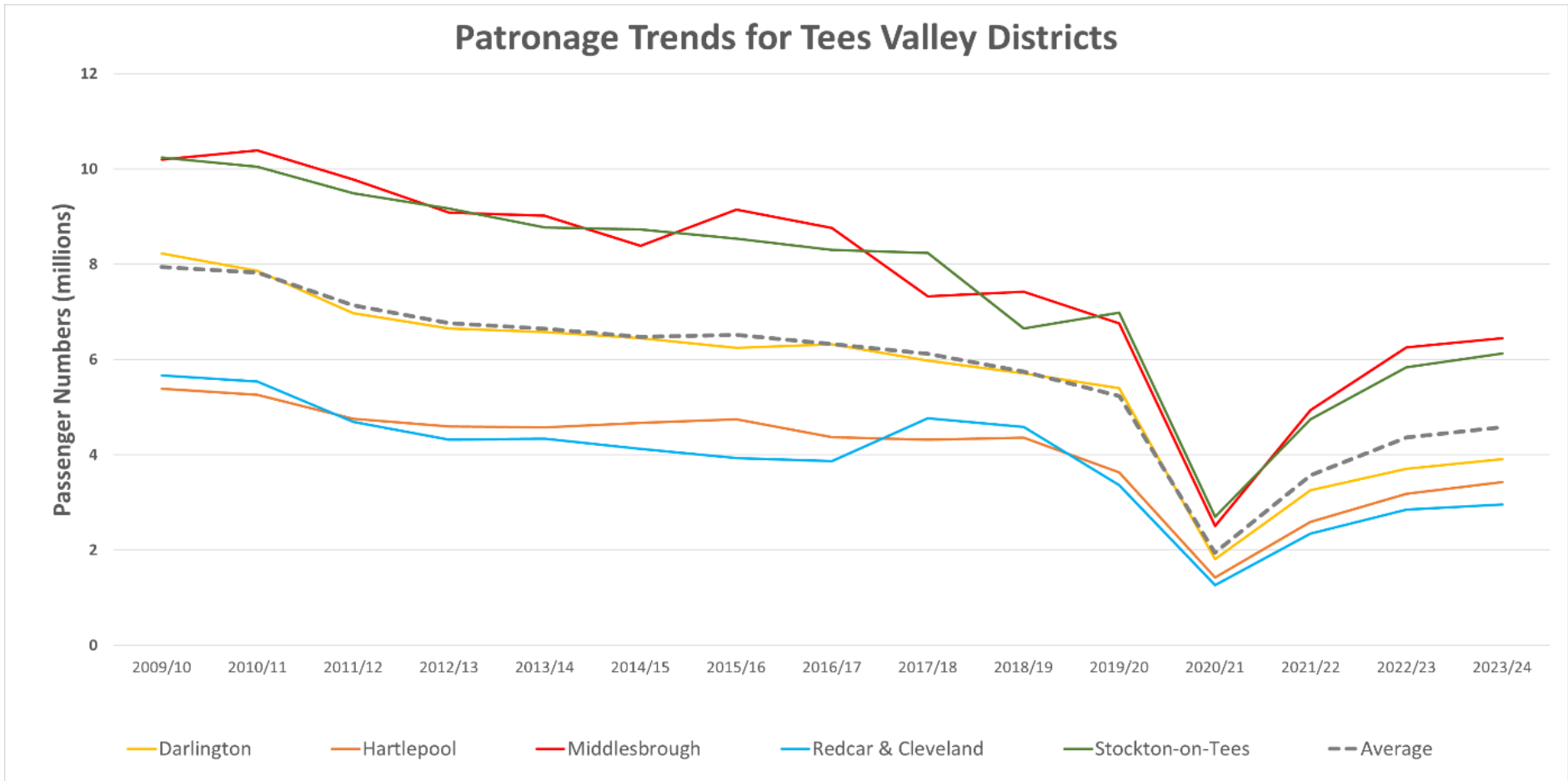
25. There are other potential funding streams that can be used to kick-start new services. For example, whilst TVCA is not a local planning authority, the local authorities have the power to secure developer contributions, through a S106 agreement, for public transport improvements. TVCA has also been able to secure private sector contributions to support some services, for example the Service 101 between Middlesbrough and Teesport.

Summary of progress to date

26. The primary aim of the BSIP is to ‘grow’ passenger numbers. The context is important here, as bus patronage has been steadily declining in the Tees Valley and nationally for many years. This was clearly exacerbated by the impact of Covid, which saw passenger numbers reduce significantly. The chart overleaf shows the patronage trends across the Tees Valley districts (2023/24 is a forecast based on the available data to date (April to July)).

Sustainable network for the future – a collaborative approach to establish a network focused on commercial services and emerging commercial services, which will require short-term financial support

27. Most bus services in the Tees Valley are operated commercially by independent companies, some of which are part of larger groups. Bus companies are free to decide how, where and when they run services, including the route, stops, timetables and fares.
28. TVCA has been able to protect the commercial network through the COVID-19 pandemic by including conditions in the English National Concessionary Travel Scheme (ENCTS) reimbursement offers to operators. These conditions relate to the retention of service coverage and limit what frequency changes can be implemented. Therefore, with the exception of Arriva’s service withdrawals in July 2023, a significant proportion of the pre COVID-19 commercial network has been retained by the operators.
29. The BSIP+ funding has enabled TVCA to mitigate the impact of the Arriva service cuts and support the emerging commercial network as outlined in paragraphs 15-20.



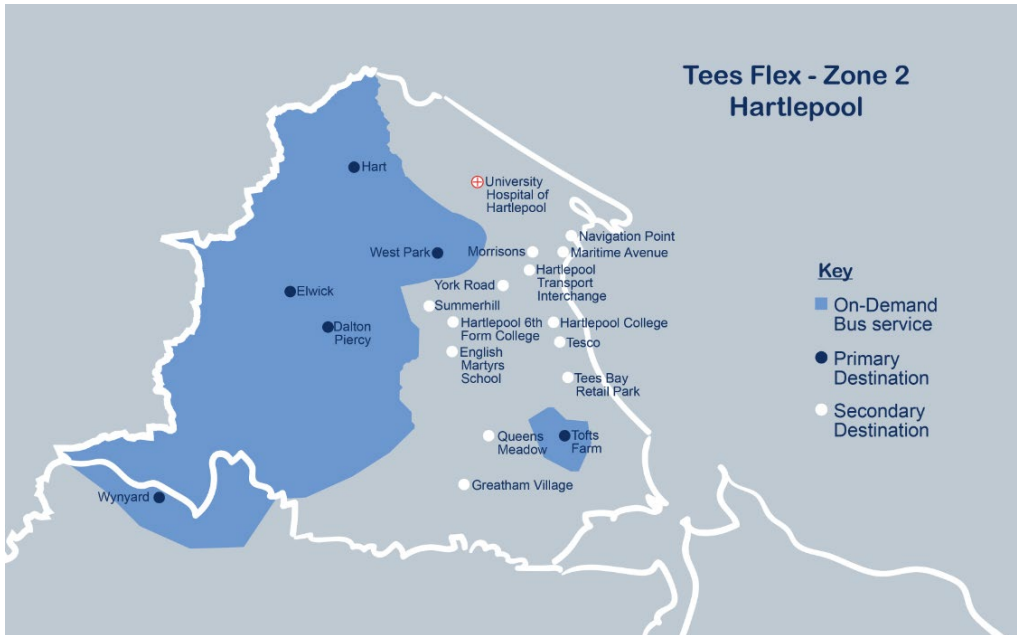
30. Analysis has been undertaken to compare the Tees Valley bus network pre and post COVID-19. The analysis shows Tees Valley residential properties within 400 metres of a bus stop (this being considered the distance that most people can walk within 5 minutes) at which there is a regular service of a minimum of 1 bus per hour operating Monday – Saturday between 9:00 am and 6:00 pm.
31. It can be seen from the table below that coverage has slightly improved, with 91.56% of Tees Valley residential properties able to access a bus service based on the definition above. Whilst the commercial network has decreased marginally, the supported network over this period has increased because of the investment made by TVCA. This analysis also **excludes** Tees Flex, which does provide a service in many of the areas without a commercial service.

	Pre-COVID timetables (2020/21)		Post-COVID timetables (2023)		Change pre to post-COVID (No of properties)
	No of properties	Coverage (% of properties)	No of properties	Coverage (% of properties)	
Commercial network (services with a minimum of 1 bus per hour)	304,864	89.13%	296,236	86.61%	-8,628
Supported network (excluding Tees Flex)	6,289	1.84%	16,927	4.95%	10,638
Whole bus network	311,153	90.97%	313,163	91.56%	2,010
Total Tees Valley Properties	342,043				

Tees Flex

32. TVCA has also supported the Tees Flex on-demand bus service, which predominantly provides coverage in areas that are not served by a regular commercial, or subsidised scheduled service. Tees Flex was initially launched in February 2020 for a three-year trial period. In February 2023, the service was extended until August 2024. The service operates across three zones, as shown below –

TEES VALLEY



Urban Traffic Management Control System

35. The Urban Traffic Management Control (UTMC) System utilises technology to make better use of the highway network. The focus is on:
- Working collaboratively with National Highways, Cleveland Police and Network Rail to develop solutions to address congestion issues within the Tees Valley.
 - Interventions to encourage & incentivise active travel and public transport.
 - Interventions to enable customers to make 'live' informed travel choices.
36. A new bus reliability module will be fully integrated into the UTMC system, predicting future network conditions, and providing automated bus priority, to improve the reliability of the network.

Improvements to customer waiting facilities.

37. TVCA in collaboration with the local authorities has recently been out to procurement for a provider for the supply, maintenance, repair and replacement of bus shelters.
38. The new contract, once awarded, will cover 423 shelters across the Tees Valley. The revenue generated from advertising on the shelters will fund the contract, with a revenue share returned to TVCA and the local authorities.
39. The new contract will enable TVCA and the local authorities to enhance bus shelter provision, creating a safer, more comfortable waiting environment for bus users.

Improved fare offer – simpler fares, a new offer for young people and targeted promotions to drive growth.

National £2 fare cap

40. The DfT funded £2 fare cap, originally introduced in January 2023, was initially extended until October 2023. On the 4th October 2023, the DfT announced that the £2 fare cap will be extended through to the end of 2024. Tees Valley operators, including Arriva, Stagecoach and Go North East, have participated in the scheme and TVCA is currently awaiting confirmation on participating operators for the recently announced extension.

SmartZone Ticketing

41. TVCA developed a proposal with the operators to improve the SmartZone ticketing offer. SmartZone is valid on all regular local bus services operated by Arriva, Stagecoach and Go North East and enables passengers to travel with multiple operators on one ticket. The enhancements include the introduction of a new 1-day ticket product and a Hartlepool zone, exclusively for travel across the Hartlepool area.

Concessionary fares local enhancements

42. Previously, there had been differences in the local discretionary enhancements offered as part of the English National Concessionary Travel Scheme (ENCTS), with Darlington offering carers passes and Middlesbrough, Stockton-on-Tees, Redcar & Cleveland and Hartlepool offering pre-9:30 travel for a cost of 30p.
43. In July 2022, TVCA extended pre-9:30 travel for 30p to concessionary pass holders in Darlington, bringing consistency to that element of the scheme, and earlier this year the offer for carers passes was extended across all local authorities. This means that the ENCTS offer across the Tees Valley is now consistent for all residents.

Additional ticketing offers and improvements.

44. Over recent school holidays, local bus operators across the Tees Valley have offered free travel for up to 3 children, aged 11 and under, when accompanied by an adult (fare paying on selected tickets or concession). This has been well received, and Arriva and Stagecoach have agreed to extend this offer to all future school holidays.
45. In addition, local operators are working to implement tap on/ tap off ticketing on their bus fleet. This is currently being progressed on a single operator basis because operators within the Tees Valley use different ticketing systems. Arriva has already implemented tap on/tap off ticketing on all services across the Tees Valley.

Enhanced customer experience – putting the needs of customers at the heart of service delivery and improving information provision with one brand identity.

TVCA website and brand, including service information.

46. TVCA has recently launched a new brand and website. Previously, public transport information has been based on the Connect Tees Valley site. The revised brand and website will ensure a single source of accurate and consistent information provision across the Tees Valley.

Decarbonising the bus fleet – one of the first regions in the UK to have an entirely zero emission local bus fleet.

Zero Emission Bus Regional Area (ZEBRA) Scheme – Round 1

47. In February 2022, TVCA submitted a bid to the Zero Emission Bus Regional Area (ZEBRA) Scheme. The bid outlined the proposal to work with local operators to replace 150 diesel buses with hydrogen fuel cell buses, and provide several hydrogen refuelling stations. Unfortunately, the bid was unsuccessful, but the DfT were supportive of the project and offered some relatively minor feedback on how the bid could be improved if a future opportunity arose.

Zero Emission Bus Regional Area (ZEBRA) Scheme – Round 2

48. In September 2023, the DfT announced that they would be providing further funding to help decarbonise public transport through a second round of ZEBRA.
49. This is a very recent announcement and TVCA are currently considering options for a potential bid. There is a need to formally express interest to the DfT by 20th October 2023, and the deadline for applications is 15th December 2023.

Operator investment

50. In November 2022, Arriva North East invested in fourteen new Euro 6 Low Emission buses. Based in Darlington, the upgraded fleet represent an investment of over £3m from Arriva.

The English National Concessionary Travel Scheme

51. The English National Concessionary Travel Scheme (ENCTS) entitles bus passengers of State Pension age and disabled bus passengers to free off-peak travel. The Tees Valley Scheme also has local enhancements offering cheaper travel pre-9:30 and free travel for carers travelling with the person they care for.
52. There is a statutory requirement to reimburse bus operators for the income they lose and costs they incur because of the scheme. The government provide a tool to assist LTAs and operators calculate the reimbursement due from the ENCTS. It is important to note that the ENCTS reimbursement is not a general subsidy to operators.
53. In the Tees Valley, TVCA is responsible for negotiating the reimbursement settlement with bus operators, but the five local authorities fund the scheme. Therefore, a joined-up collective approach involving all six authorities is adopted.
54. For 2023/24, TVCA and the local authorities have offered a reimbursement to the operators based on the 'no better, no worse' principle i.e. the scheme should be cost neutral to bus operators. This approach is consistent with legislation and Government guidance.
55. Deals have been agreed with Stagecoach and Go North East, who have both agreed to protect virtually their whole network as a condition of the deals, and all smaller local operators. The offer was rejected by Arriva and they appealed to the Department for Transport (DfT).
56. Arriva subsequently made a commercial decision to cut services, publicly citing the concessionary fares settlement offer as the sole reason. However, there are felt to be several other relevant points:



- Go North East and Stagecoach have protected virtually all their networks with offers based on the same 'no better, no worse' principle.
- There are numerous other factors affecting the bus industry, including less passengers travelling post-Covid, rising costs through inflation and driver wage demands.
- Operators continue to receive direct financial support from Government through to April 2025.

57. On the 29th September 2023, the DfT confirmed that the Arriva appeal had been dismissed.

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ELECTRIC VEHICLE CHARGING INFRASTRUCTURE DELIVERY PLAN AND FUNDING UPDATE

SUMMARY

This report provides an update in relation to the implementation of Electric Vehicle (EV) charging infrastructure in the region, the EV Infrastructure Delivery Plan and Local Electric Vehicle Infrastructure (LEVI) fund.

RECOMMENDATION

It is recommended that the Tees Valley Transport Committee notes the content of the report and that TVCA and the local authorities continue to work collaboratively on EV charging infrastructure.

DETAIL

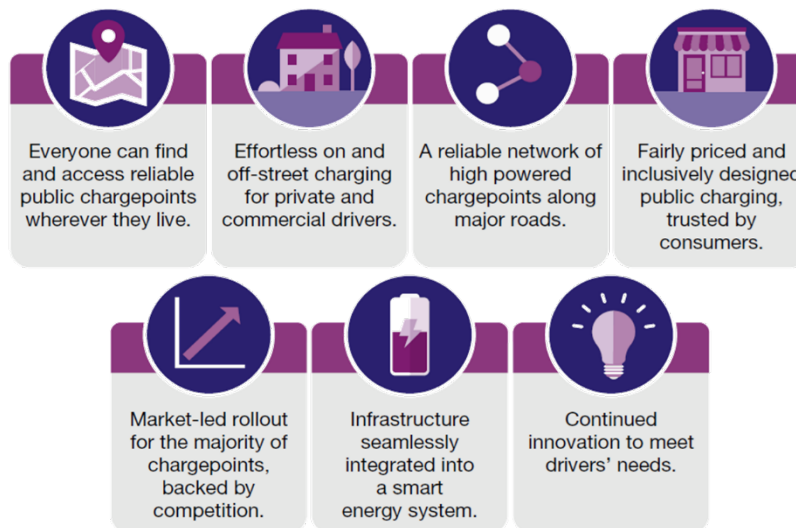
Tees Valley Strategic Transport Plan

1. The Tees Valley Strategic Transport Plan (STP) was developed following extensive public consultation and stakeholder engagement. It was approved by TVCA Cabinet in January 2020 and provides the framework for transport investment.
2. The vision in the STP 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.*
3. The STP includes a package of required outcomes, one of which is to:
 - Reduce carbon emissions and deliver measures to improve local air quality.
4. The STP also includes the following actions relating to EV Infrastructure:
 - Establish a co-ordinated approach to the provision of Low Emission Vehicle Infrastructure in Tees Valley.

5. The STP makes a commitment to fundamentally expand the network of charging infrastructure across the Tees Valley to facilitate an increase in the uptake of electric vehicles.
6. On 31st January 2020, TVCA Cabinet committed £2m to improve the provision of EV charging infrastructure across the Tees Valley. Furthermore, in April 2022 £720,000 of funding from the Office for Zero Emission Vehicles On Street Residential Chargepoint Fund was secured.
7. This first phase investment has delivered 135 fast and rapid charging points in 36 local authority owned car parks, significantly increasing the EV charging opportunities for residents and visitors to the area. Many of the car parks are situated in close proximity to residential properties without access to off street parking.

Taking charge: the national electric vehicle infrastructure strategy

8. In March 2022, the government published Taking charge: the electric vehicle infrastructure strategy. The strategy sets out the vision and action plan for the rollout of electric vehicle charging infrastructure in the UK, with the following aims:



9. The strategy includes a requirement for all Local Transport Authorities (LTAs) to develop and implement local charging strategies to plan for the transition to a zero-emission vehicle fleet.



Tees Valley EV Infrastructure Delivery Plan

10. TVCA, in collaboration with the five Local Authorities, is developing an EV Charging Infrastructure Delivery Plan to achieve the EV related outcomes and actions set out in the STP. The Delivery Plan will set out the anticipated public EV Charging Infrastructure requirements across the Tees Valley and how local charging needs will be met over time to service the forecasted growth in EVs in the region.
11. The Delivery Plan is being developed with input from the local authorities and the process is being supported by the Energy Savings Trust as part of their support packaged offered to LTAs under the Local Government Support Programme. The Delivery Plan will be shared with Transport Committee members in due course and a final version will be published.

Local Electric Vehicle Infrastructure (LEVI) fund

12. The government's Local Electric Vehicle Infrastructure (LEVI) fund aims to deliver a step-change in the scale of deployment of local, primarily low power, on-street EV charging infrastructure across England, and accelerate the commercialisation of, and investment in, the local charging infrastructure sector. Residents without off street parking are the primary focus of the LEVI fund.
13. The funding has been split across two tranches and following an expression of interest process, TVCA has an indicative allocation of up to £6.5m in tranche 1. This requires an application to be submitted by 30th November 2023, with funding granted by 31st March 2024. The date for delivery of the EV charging infrastructure to be funded from the LEVI fund has yet to be confirmed.
14. TVCA is working alongside the five Local Authorities to develop the LEVI application and the Delivery Plan in development is being used to inform the application.
15. There is a fundamental requirement for collaborative working as the Tees Valley local authorities are the local highway authorities and control what is installed in local authority owned car parks and the local highway network. TVCA is therefore working closely with each local authority on the sites for potential inclusion in the LEVI application. This work is clearly time critical given the application deadline.



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