



Tees Valley Combined Authority Transport Committee Agenda

Date: Tuesday 23rd January, 2024 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 17th October, 2023 for approval

4. Operator update

Arriva & Stagecoach attending the meeting

5. Bus service standards, complaints process and operator performance

Report attached

6. Bus Service Improvement Plan (BSIP / BSIP+) funding

Report Attached

7. Improving bus shelters, at-stop information and real time passenger information

Report Attached

8. Bus Franchising

Report Attached



Tees Valley Combined Authority Transport Committee
Agenda

9. Transport Capital Investment Programme – Progress Report

Report Attached

10. City Region Sustainable Transport Settlement Round 2 (CRSTS2)

Report attached

Date and time of next meeting

TBC



Tees Valley Combined Authority Declaration of Interests Procedures

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

Personal Interests

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

Declarations of interest relating to the Councils' commercial role

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

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

Anything is possible



11. 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 Combined Authority Transport Committee
Teesside Airport Business Suite, Teesside International Airport, Darlington DL2
1NJ
10am Tuesday 17th October, 2023

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 Libby McCollom (Darlington Borough Council)
Councillor Sue Little (Hartlepool Borough Council)
Councillor Peter Gavigan (Middlesbrough Council)
Councillor Carl Quartermain (Redcar and Cleveland Borough Council)
Councillor Clare Gamble (Stockton Borough Council)
Apologies for Absence
Councillor Theo Furness (Middlesbrough Council)
Officers
Tom Bryant - TVCA
Alan Weston – TVCA
Sally Henry - TVCA
Guy Close – TVCA
Ant Hewitt – Darlington BC
Kieron Bostock – Hartlepool BC
Craig Cowley – Middlesbrough BC
Simon Houldsworth – Redcar & Cleveland BC
Andy Corcoran – Stockton BC

	<p>APOLOGIES FOR ABSENCE</p> <p>The Chair welcomed everyone to the meeting and thanked members and officers for their attendance.</p> <p>Apologies for absence were noted as above.</p>
	<p>DECLARATIONS OF INTEREST</p> <p>Councillor Little declared an interest in her capacity as a transport manager in her husband's transport company.</p>
TC01/2023	<p>MINUTES OF PREVIOUS MEETING & MATTERS ARISING</p> <p>It was not possible to approve the minutes of the meeting held on 7th February 2023 as none of the current committee members were members of the committee at the previous meeting.</p> <p>RESOLVED THAT:- The minutes of the Transport Committee held on 7th February 2023 could not be approved.</p>
TC02/2023	<p>APPOINTMENT OF VICE CHAIR</p> <p>The Chair invited nominations for the role of Vice Chair of the Transport Committee.</p> <p>Cllr McCollom nominated Cllr Quartermain for the role of Vice Chair and all other members agreed.</p> <p>RESOLVED THAT:- Transport Committee have nominated Cllr Quartermain as Vice Chair of the Transport Committee.</p>
TC03/2023	<p>APPOINTMENT TO THE TRANSPORT FOR THE NORTH SCRUTINY COMMITTEE</p> <p>The Chair invited nominations for a representative to the Transport for the North Scrutiny Committee.</p> <p>Cllr McCollom nominated Cllr Sue Little and this was seconded by Cllr Gavigan.</p>

	<p>RESOLVED THAT:- Transport Committee have nominated Cllr Sue Little as the representative on the Transport for the North Scrutiny Committee.</p>
TC04/2023	<p>SUMMARY OF TRANSPORT STRATEGY</p> <p>Committee members were provided a summary of Transport Strategy.</p> <p>TB advised that the Strategic Transport Plan (STP) was approved by Cabinet in January 2020. The STP defines the vision and objectives for transport and sets out the high-level actions that will be delivered. It also provides the framework for all transport investment.</p> <p>He further advised that Government is intending to publish new guidance on local transport plans and, when it does, the STP will be formally reviewed and updated.</p> <p>Committee members were invited to ask questions or comment.</p> <p>A committee member enquired when the STP will be reviewed. Committee were advised that officers did not believe that the strategic priorities have changed and a series of delivery plans focussed on the detail and responded to changing circumstances. The Committee agreed that it made sense to wait for the new government guidance before undertaking a formal review. Any proposed changes can be discussed at Transport Committee prior to being approved by TVCA Cabinet.</p> <p>RESOLVED THAT:- Transport Committee noted the update.</p>
TC05/2023	<p>CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS) PROGRAMME PROGRESS</p> <p>Committee were provided an overview of progress made in the delivery of the £310m City Region Sustainable Transport Settlement (CRSTS) Programme.</p> <p>Committee members were advised that the CRSTS funding was approved by government on 1st April 2022 following discussions between TVCA and government over a 12 month period. The fund is a 5 year, capital funding settlement for the period April 2022 to March 2027.</p> <p>The CRSTS Programme is based around 7 key investment packages and has 41 identified projects.</p>

In addition to the £310m, TVCA has secured 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. Committee members were invited to ask questions or comment.

Councillor Little enquired whether the projects are currently on budget and was advised that no projects have been completed to date, but that the overall programme budget is being effectively managed at the present time. Some projects are part funded by previous funding streams and are expected to be completed within the next 2-3 months.

Councillor Gavigan asked whether mitigations are in place to allow for inflation. He was advised that this is the key risk to the delivery of the programme. This is being managed at a programme level and mitigations are in place such as adopting a phased approach to delivery with additional funding from other sources for future phases or potentially value engineering projects to the budget available.

TB advised Committee members that TVCA has worked collaboratively with Local Authority colleagues and demonstrated to government that the Tees Valley can deliver. He stressed that for CRSTS1 Government pushed their national priorities and had to agree the programme of projects. He stressed that there is an emerging pipeline of schemes so we are not starting with a blank canvas.

In the first round of CRSTS, the funding could not be used for road schemes. The Mayor and officers at TVCA are therefore pushing government for autonomy on future funding.

Cllr Quartermain asked what the remit of the Transport Committee is and was advised that the remit is laid out in the TVCA Constitution. It was agreed that the relevant section will be circulated to Transport Committee members.

Cllr Quartermain also enquired whether the progress on the CRSTS projects could be discussed at future Transport Committee meetings. TB advised that projects are discussed on a monthly basis with LA officers at the Transport Advisory Group meetings. He agreed that an overview of the programme will be brought to committee meetings in future and that committee members were welcome to attend the 5 weekly meetings held with LA officers.

RESOLVED THAT:-

- Transport Committee section of the TVCA Constitution to be circulated to members;
- An overview of progress with the CRSTS programme, including a list of projects, be brought to future Committee meetings;

	<ul style="list-style-type: none"> • Committee members be invited to attend the 5 weekly meetings with local authority officers; • The 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.
TC06/2023	<p>BUS OVERVIEW</p> <p>Committee members were provided an overview on a range of issues in relation to bus services and an update on the latest position.</p> <p>Committee were also advised that the TVCA Overview & Scrutiny Committee have established a sub-committee to review the effectiveness of the Bus Service Improvement Plan.</p> <p>Committee members were invited to ask questions or comment.</p> <p>Cllr Quartermain commented that he has received a number of complaints from Arriva passengers stating that buses don't show up or are late and that bus shelters are dirty.</p> <p>TB advised committee members that TVCA work closely with operators and monitor performance through the Enhanced Partnership. Bus operators can provide operational data and TB suggested inviting Arriva to attend the next committee meeting to provide an overview. Committee requested that data be provided in advance of the next meeting and that an overall performance figure is provided as well as by LA area.</p> <p>AW advised that, following a procurement exercise, Clear Channel will be appointed to supply, maintain, repair and replace bus shelters. The contract specification has been developed to improve the customer experience.</p> <p>TB advised that 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. Franchising was discussed and committee were advised that this is a complex statutory process which would place significant financial risk on TVCA. Cabinet has therefore agreed that the Enhanced Partnership was the preferred option. TB agreed to provide a summary paper on bus franchising at the next meeting.</p> <p>Cllr Gamble commented that it is not possible to purchase a through bus ticket for certain journeys and provided a specific example of the Service 61 changing to the 52. TB agreed to look into that specific example and report back to Cllr Gamble.</p> <p>Cllr Little enquired whether the Tees Flex could operate as a Dial-A-Ride service due to the shortage of disabled taxis.</p> <p>TB agreed to look into this as an option and report back to Cllr Little.</p>

	<p>Cllr Furness had enquired prior to the meeting why Tees Flex had been extended and it was explained that the service launched just as covid hit so it was extended in order to obtain a better picture of the trial.</p> <p>Cllr Quartermain enquired why there was not more information about Tees Flex in the report and was advised that the report was a broad overview on a range of bus issues, but if the Committee would like more detail in future we can factor that in to the reports.</p> <p>Cllr McCollom enquired how the decisions were made about how the BSIP+ funding was spent. TB advised that the funding was received at short notice and meetings were held with all 5 Local Authority Leaders and the Mayor. A value for money assessment was carried out that considered usage against cost per trip. The Local Authority Leaders took the decision about which services to support.</p> <p>RESOLVED THAT:-</p> <ul style="list-style-type: none"> • The Committee note the content of the report; • Operational performance data for Arriva & Stagecoach to be provided to the Committee; • Arriva be invited to attend the next Committee meeting; • A summary note on bus franchising be brought to the next Committee meeting; • TB to investigate issues surrounding through ticket for Cllr Gamble; • TB to look into the option of a Dial-A-Ride service utilising Tees Flex; • Further information on Tees Flex to be brought to a future committee meeting.
TC07/2023	<p>ELECTRIC VEHICLE CHARGING INFRASTRUCTURE DELIVERY PLAN & FUNDING UPDATE</p> <p>Committee were provided 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.</p> <p>Committee were advised that the first phase of investment has already delivered 135 fast and rapid charging points in 36 local authority owned car parks.</p> <p>The EV Infrastructure Delivery Plan has been developed in collaboration with the five Local Authorities. The plan will be shared with committee members in due course and a final version will be published.</p> <p>The Local Electric Vehicle Infrastructure (LEVI) fund aims to deliver a step-change in the deployment of local, primarily low power, on street EV</p>

	<p>charging infrastructure across England. The primary focus of the fund are residents without off street parking. The bidding deadline is 30th November.</p> <p>Committee members were invited to ask questions or comment.</p> <p>Cllr Little enquired about the number of electric vehicles there are in the Tees Valley. TB advised that this analysis is included in the Delivery Plan, which will be shared with the committee.</p> <p>Cllr Gavigan enquired whether there would be an advantage to all LAs working collaboratively on this to ensure that as you move around the Tees Valley, the infrastructure is the same. He was advised that it would be good to have a common position however the Local Authorities currently have differing views. This is being discussed at officer level prior to the bid being submitted to try and reach commonality wherever feasible.</p> <p>Cllr Quartermain enquired about train decarbonisation. Aw agreed to forward the Network Rail (NR) Decarbonisation Strategy.</p> <p>RESOLVED THAT:-</p> <ul style="list-style-type: none"> • The Committee note the content of the report and that TVCA and the local authorities continue to work collaboratively on EV charging infrastructure; • The EV Delivery Plan will be circulated once drafted; • Supply Cllr Quartermain with copy of the NR Decarbonisation Strategy
	<p>DATE OF NEXT MEETING</p> <p>Committee requested that meetings are scheduled to take place quarterly, with the next meeting scheduled to take place in January 2024.</p>

23 JANUARY 2024

REPORT OF THE
DIRECTOR OF INFRASTRUCTURE

BUS SERVICE STANDARDS, COMPLAINTS PROCESS AND OPERATOR PERFORMANCE

SUMMARY

Following discussion at the previous Transport Committee meeting, this note provides an update on the following:

- Local bus service standards and process for complaining about a service.
- Tees Valley local bus service performance.
- Tees Flex operational data.

RECOMMENDATION

That Transport Committee note the content of the report.

DETAIL

Local bus service standards

1. There are various registration and vehicle requirements that operators must comply with when operating a local bus service – further details available at [Run a local bus service: Overview - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/run-a-local-bus-service)
2. Key organisations responsible for ensuring that operators comply with these standards are:
 - The Driver & Vehicle Standards Agency (DVSA) - an executive agency sponsored by the Department for Transport. The DVSA monitor for vehicle and driver licencing requirements and carry out tests to make sure buses are defect free and safe to drive.
 - The Office of the Traffic Commissioner - regulator of the bus industry, and part of the Department for Transport. They are responsible for the licensing and regulation of bus and coach operators, and they have the power under the Transport Act 1985 to act against operators who fail to run their services in accordance with the registered particulars.

3. Under the Bus Services Act 2017, all operators of local bus services in England are obliged to provide information to the Bus Open Data Service (BODS) administered by the Department for Transport, including data on timetables, bus location and fares. This data is used by the Traffic Commissioner to monitor bus operator performance.
4. The Traffic Commissioner has set an aspirational target whereby 95% of services should depart from the timing points within the bracket of up to 1 minute early and up to 5 minutes late. This is the Traffic Commissioner's definition of on-time.
5. In cases where an operator does not run a reliable or punctual service, then the Traffic Commissioner can fine the operator, or stop them from running the service. In severe cases they may also stop them running any services at all.
6. Operators across the Tees Valley work with the Traffic Commissioner and DVSA to ensure standards are met and the network is frequently reviewed.

Process for complaining about a service

The Tees Valley Bus Passenger Charter

7. The Enhanced Partnership has created the [Tees Valley Bus Passenger Charter](#), which highlights how bus passengers across the Tees Valley can expect a safe, comfortable, connected, and high-quality journey experience across the local bus network, no matter which bus service they are travelling on. The Enhanced Partnership recognises that all Tees Valley passengers should be able to plan their journey with confidence, enjoy a safe and comfortable waiting environment, and trust the bus will turn up and arrive at their destination on time.
8. All locally registered bus services provided by operators across the network, including any services operated on a flexible or on-demand basis, are covered by the Bus Passenger Charter. The Charter is reviewed frequently to ensure it remains in line with current legislation and passenger expectations.

Complaints process

9. In the event bus users need to make a complaint about a service, then it is recommended that they get in touch directly with the relevant bus operator in the first instance.
10. The larger operators in the Tees Valley (Arriva and Stagecoach) have dedicated customer service teams to assist customers in resolving any queries. If a customer isn't happy with the reply, then the complaint can be escalated internally, and it will be referred to a senior manager within the business to review and respond to.

Independent appeals

- Should a customer not be satisfied with the response received to any complaint, then they have the option of approaching Bus Users UK. The contact details for Bus Users UK are:

Address: Bus Users UK, Terminal House, Shepperton, TW17 8AS.

Telephone: 0300 111 0001

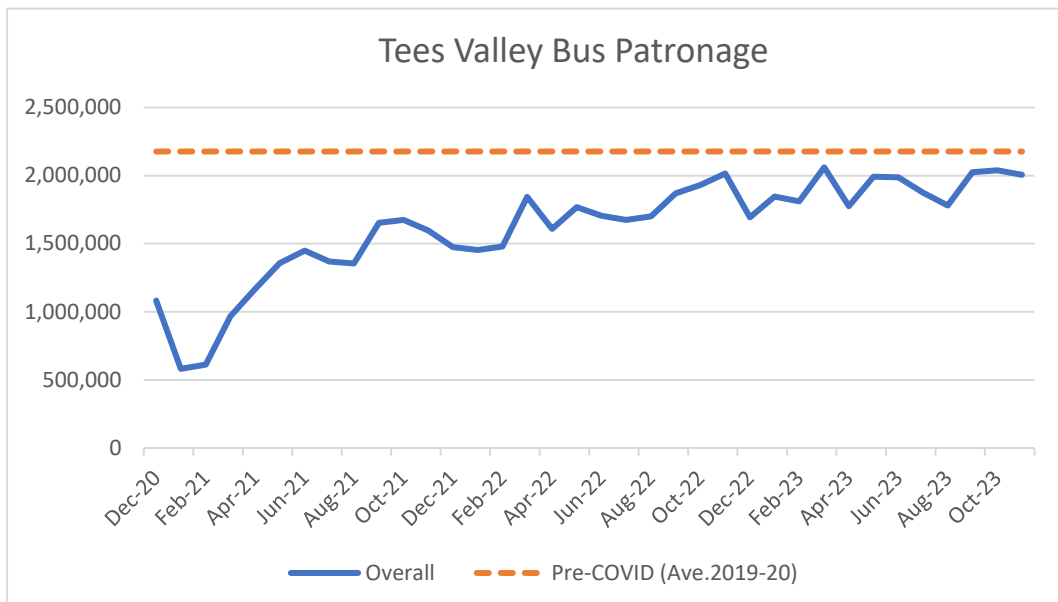
Email: enquiries@bususers.org

- The contact details for operators and Bus Users UK will be included on the new template, which is proposed to be used for providing at-stop information so users know who to contact should they have any queries or concerns. More details are provided in the report at item 7 on the agenda.

Tees Valley local bus service performance

Patronage

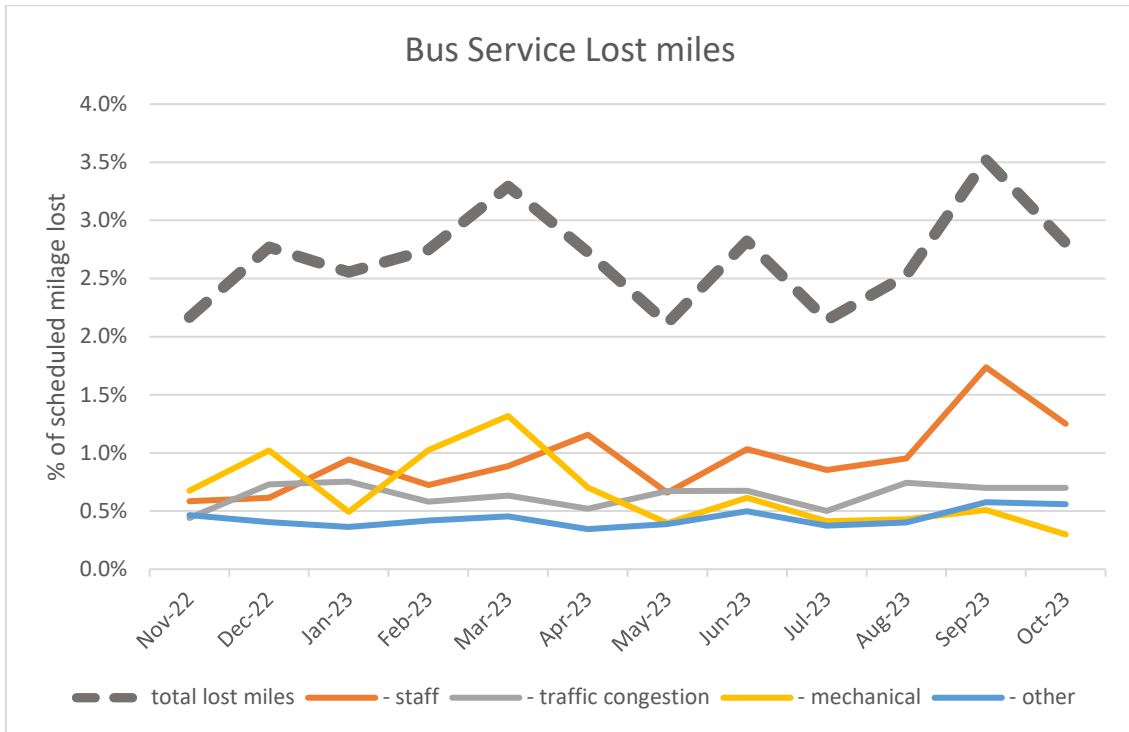
- The COVID-19 pandemic significantly depressed patronage with lockdowns and a general reduction in travel. An element of this reduced demand continues with a significant increase in people working from home and reduced ridership from older people. This is a UK wide trend and not specific to the Tees Valley.



- The trend shows a significant recovery in patronage since the last COVID lockdown in January/February 2021. The pre-COVID level of patronage is provided for 2019/20 (orange dashed line).

Reliability

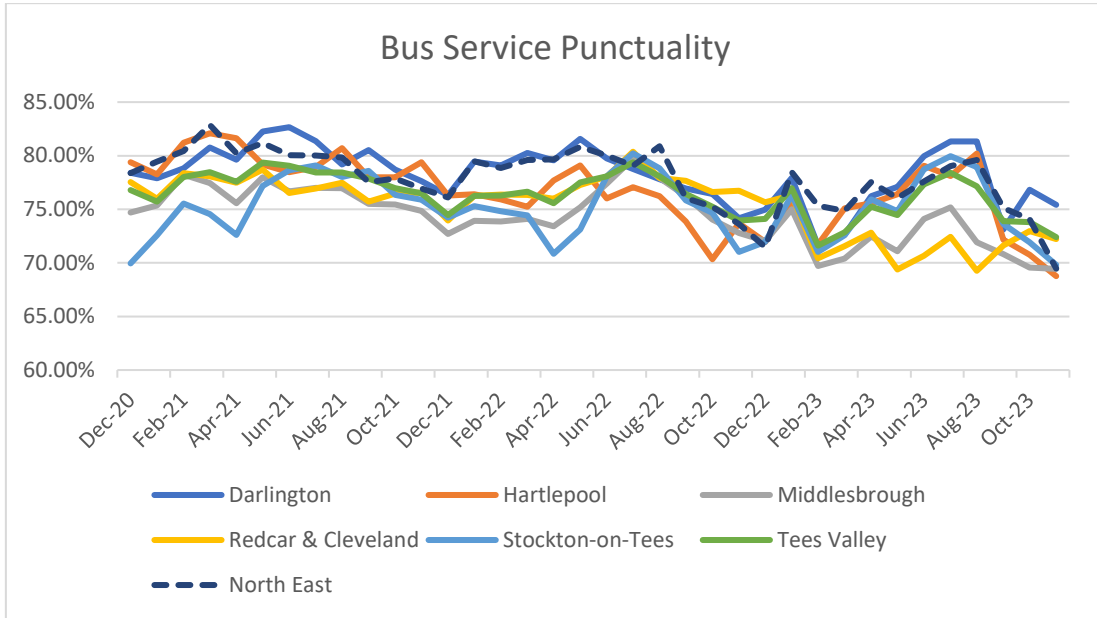
15. A standard measure of bus reliability is derived by looking at data for the total scheduled vehicle miles (i.e. the total number of miles that vehicles operating all timetabled services will cover) and comparing this to the total operated vehicle miles (i.e. the total number of miles of service that were provided). The difference between the scheduled and operated figures is referred to as lost mileage. This can be due to multiple factors, such as staff absence, mechanical issues and traffic disruptions/congestion on the network requiring a re-routing or curtailment of a service.
16. Stagecoach and Arriva have provided data on lost miles as a percentage of scheduled miles over the last 12 months, and a breakdown of the main reasons.
17. The graph below shows the total percentage of scheduled miles that were 'lost' (not operated) alongside the reason for the reduction. The data shows that over 96% of scheduled mileage was delivered by the two bus operators across the last year. Over the year, a reduction in mechanical failures has been seen, although the issue of staff sickness and shortages has increased. The staffing issue is a problem across the bus industry and wider transport industry, with employers facing difficulties recruiting and retaining staff. It should be noted that localised traffic congestion has an on-going impact on bus operations. In response to this, TVCA is delivering a bus priority improvement package to improve the efficient movement of buses on the highway network.



Punctuality

18. Data on the punctuality of bus services has been sourced from the start of 2021 for all operators in the Tees Valley. The graph shows the percentage of services that were 'on-time', using the Traffic Commissioner definition of buses departing within the bracket of up to 1 minute early and up to 5 minutes late.

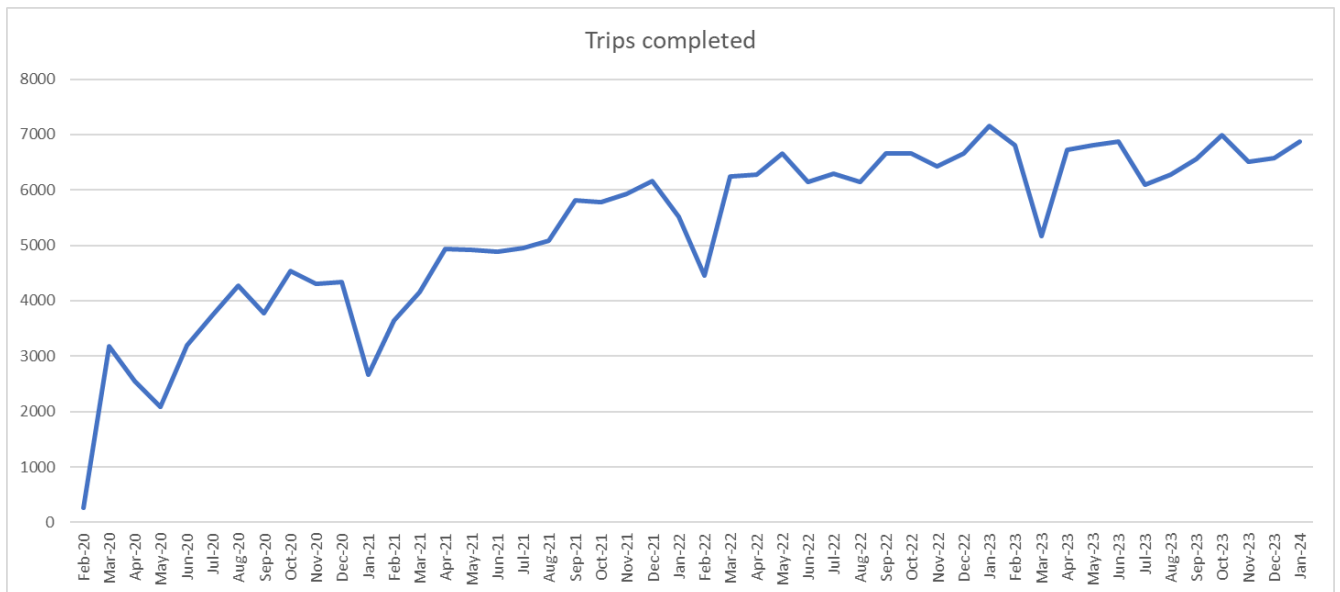
19. It can be seen from the graph that the Tees Valley figure is below the Traffic Commissioner recommended target of 95%. For comparison, the figure for the North East is shown on the graph, which is consistent with the Tees Valley position.



20. All local authority areas have significant volatility in punctuality due to various reasons, including traffic congestion at different times of year, for instance Redcar & Cleveland in summer months and Tees Valley retail centres around the Christmas period.

Tees Flex operational data

21. The graph below shows the number of completed trips each month since Tees Flex was launched.



22. The graph shows the early upward trajectory of trips in the first 18 months of the service. This period was affected by the COVID lockdowns and general disruption to



travel patterns. In the last 12 months completed trips have stabilised at around 6,500 trips in a four-week period.

23. Overall passenger satisfaction with Tees Flex is high. The average satisfaction rating is 4.8 out of 5, with significant repeat users.

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23 JANUARY 2024

REPORT OF THE
DIRECTOR OF INFRASTRUCTURE

BUS SERVICE IMPROVEMENT PLAN (BSIP / BSIP+) FUNDING

SUMMARY

This note provides an update on Bus Service Improvement Plan (BSIP)+ and BSIP funding.

RECOMMENDATION

That Transport Committee note the content of the report.

DETAIL

Funding Overview

BSIP+ funding

1. In October 2023 at the previous Transport Committee meeting, TVCA had only received confirmation of £1.5m of BSIP+ funding in 2023/24, with an indication of further funding in 2024/25. The 2024/25 BSIP+ allocation has now been confirmed at a further £1.5m.
2. In early June 2023, Arriva North East announced that they would be making cuts to their bus network in Tees Valley from July 2023. This was around the same time as TVCA was awarded BSIP+ funding, so TVCA and the Local Authorities carried out an extensive review of all the Arriva changes and it was collectively agreed by the Mayor and Local Authority Leaders that circa £530k of the 2023/24 BSIP+ funding would be used to mitigate the impact of the Arriva cuts. This funding has been used to secure the following services until March 2024:
 - Service 6/6A, Darlington & Stockton (Stagecoach) previously service 12 (Darlington), and part of service 17 (Stockton).
 - Services 17&18, Darlington (Arriva) previously part of services 3&3A.
 - Evening and Sunday services 3&4, Darlington (Arriva).
 - Sunday service 3, Redcar (Arriva).



- Service 29, Middlesbrough (Arriva).
 - Service 101, Middlesbrough – Teesport (Stagecoach) – extension of current contract, with half of the funding for the service secured through working with Tesco as this helps to address a recruitment and retention issue which they had at the site.
3. Following engagement with the local authorities, where the principle of extending these services to March 2025 using the BSIP+ funding was proposed, TVCA is undertaking a procurement process. Subject to a review of the contract costs to confirm value for money, contracts will be put in place to extend these services for a further 12 months.
 4. In addition to these services, The Mayor and Local Authority Leaders also collectively agreed that further work should be done to explore whether some of the remaining BSIP+ funding could be utilised to ‘kickstart’ new services that it is felt have the potential to become commercially viable over time.
 5. After a procurement process in collaboration with the relevant authorities, TVCA has awarded the services listed below, which are expected to begin operating in February 2024 and will run for an initial 1-year trial period:
 - A new service, or an existing service extension, covering Riverside Park (Middlesbrough).
 - Wynyard service covering key employment sites (Stockton).

BSIP Funding

6. In addition to the BSIP+ allocations, and following the publication of Network North, it has been announced that TVCA will also receive an allocation of £3.851m of BSIP funding in 2024/25. This is additional funding to the £1.5m BSIP+ in 2024/25.
7. This money is for TVCA to continue to work with government to deliver the Tees Valley Bus Service Improvement Plan (BSIP). Actions in the Tees Valley BSIP are structured around a five-point delivery plan:
 - Sustainable network for the future
 - Bus priority improvements
 - Improved fares offer
 - Enhanced customer experience
 - Decarbonising the bus fleet
8. A review of the Tees Valley BSIP and alignment with the various funding opportunities is summarised in the table below:

BSIP Priority	Funding opportunity
Sustainable network for the future	TVCA committing BSIP+ funding in 2023/24 & 2024/25

Bus priority improvements	TVCA committing £46.2m of City Region Sustainable Transport Settlement (CRSTS) funding 2022/23 to 2026/27
Improved fares offer	Potential to be funded from BSIP 2024/25
Enhanced customer experience	Potential to be funded from BSIP 2024/25
Decarbonising the bus fleet	TVCA has bid into Zero Emission Bus Regional Areas (ZEBRA) Round 2 funding

9. Following further engagement with the local authorities, TVCA is proposing that the £3.851m of BSIP funding and £1.14m of remaining BSIP+ funding (£4.991m in total) will be used to:
- Work with the operators to identify options around fare offers
 - Service marketing and promotional campaigns
 - Improvements to bus shelters and timetable information – whilst recognising that this is one-off funding and doesn't provide a long-term sustainable means of delivering this function.
10. Proposals for each of these elements are currently being developed through the Enhanced Partnership Steering Group.

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23 JANUARY 2024

REPORT OF THE
DIRECTOR OF INFRASTRUCTURE

ENHANCING THE CUSTOMER EXPERIENCE: IMPROVING BUS SHELTERS, AT-STOP INFORMATION AND REAL TIME PASSENGER INFORMATION

SUMMARY

This note provides an overview of:

- the role of the Connect Tees Valley Team
- proposals to enhance the customer experience for bus users, including:
 - planned improvements to the bus shelters across the Tees Valley
 - planned improvements to the provision of at-stop timetables and information
 - planned upgrades to the Real Time Passenger Information (RTPI) systems
- a funding strategy to support delivery

RECOMMENDATION

That Transport Committee:

- i. Note the content of the report, particularly in relation to the role of the Connect Tees Valley Team and the TVCA proposals to enhance the customer experience for bus users by:
 - replacing or refurbishing bus shelters at 411 sites through a new commercial concession contract;
 - developing an investment programme to improve the local authority owned and maintained bus shelters;
 - putting in place a new process for the production, printing and installation of at-stop information,
 - delivering improvements to the Real Time Passenger Information system to be rolled out from January 2025

- ii. Agree the proposed funding strategy and that the revenue from the bus shelter concession contract should be used to:
 - fund the work of the Connect Tees Valley team, providing a long-term sustainable revenue funding source and enabling the local authorities to make a budget saving;
 - enhance the service which can be provided by the Connect Tees Valley team, through using the remaining funding, including:
 - regular periodic visits to all the bus shelters to ensure they are being well maintained and advise the concession holder / local authorities of remedial work that may need to be carried out.
 - putting in place arrangements for the printing and installation of timetables / at-stop information without the requirement to use local authority resource as is currently the case.

DETAIL

Background

1. Across the Tees Valley there are approximately 4,500 bus stops, with over 2,500 of these having a frame in which to put printed copies of timetable information. Over 1,300 stops have bus shelters, some of which are provided via a commercial concessions contract, some by the local authorities and a small number by private land owners. Furthermore, at 106 locations there are Real Time Information screens.
2. The at-stop timetable information is currently branded Connect Tees Valley, and produced by a small team, managed by Stockton Borough Council, under lead-authority arrangements on behalf of and funded by contributions from all the Tees Valley local authorities. The team is currently responsible for several areas of work including:
 - processing bus service registrations for new services, service changes and service deregistration;
 - producing at stop information across the Tees Valley in accordance with any service updates (these are subsequently provided to the local authorities to be put into the frames in the appropriate locations);
 - managing a website which provides travel information for those travelling in the Tees Valley by bus, train, foot, cycle & road; and
 - communicating service updates to the public and notifying operators of any upcoming roadworks / disruptions so they can amend schedules accordingly.

- There is a close working relationship between TVCA and the Connect Tees Valley Team and collaborative working with the local authorities and bus operators through the Enhanced Partnership.

Enhancing the Customer Experience

- It is recognised that bus stops / bus shelters are an essential part of the bus network. The Enhanced Partnership comprising TVCA, the local authorities and the bus operators, has identified the importance of bus stops / bus shelters to the customer experience, and enhancing the customer experience is one of the key priorities within the Bus Service Improvement Plan (BSIP).
- Work has been ongoing to identify what constitutes a "good" bus stop / bus shelter and this has identified several key principles and priority actions:
 - Adopting a Tees Valley wide approach to ensure consistency of provision across all local authority areas.
 - Providing up-to-date printed timetable information, using new Tees Valley branding, at those bus stops where information can be displayed.
 - Providing bus shelters in appropriate locations and ensuring that these are renewed and maintained on an on-going basis.
 - Increasing the number of real time information screens at the most well-used bus stops across the Tees Valley and improving the quality of the information provided.

Bus shelters

- In the Tees Valley, most bus shelters have either been provided by a local authority funding the capital cost of installation and the ongoing maintenance costs, or on a commercial basis through concession contracts with no costs to the local authority. Under this commercial arrangement, the local authority has procured a commercial partner. The partner installs bus shelters, which include advertising space, and then sells this advertising space to pay for the cost of the bus shelter and the ongoing maintenance.
- Across the Tees Valley, there are currently 1,329 bus shelter sites and approximately half of these are provided on a commercial basis:

Local Authority area	Commercial sites	Local Authority sites	Private land owners	Total
Darlington	87	81	5	173
Hartlepool	82	57	0	139
Middlesbrough	254	22	2	278
Redcar & Cleveland	91	242	0	333

Stockton-on-Tees	151	250	5	406
Total	665	652	12	1,329

8. Further details of these sites are shown on the maps in **Appendix 1**.
9. Whilst previously each local authority has carried out separate procurements, all the commercial sites in the Tees Valley have been managed by Clear Channel UK (CCUK). As each of these contracts was coming to an end, it was agreed that TVCA would reprocur a supplier, to ensure a consistency and seek to improve waiting facilities across the Tees Valley.
10. TVCA has now undertaken a procurement for a new contract that covers 411 bus shelter sites across the Tees Valley. The contract excludes 254 sites in Middlesbrough, as Middlesbrough Council has decided to continue with their own separate contract.
11. TVCA received one bid from the existing provider CCUK, who also separately won the contract for the provision of shelters in Middlesbrough. The offer from CCUK met the bid requirements and quality specification and TVCA and the relevant local authority officers have agreed to enter into a new contract with CCUK, which will be in place over an 11-year contract period. The new contract proposes the following improvements across the 411 sites:
 - Commitment to fully replace all shelters in key, high traffic locations, such as town centres.
 - Commitment to either refurbish or replace all remaining shelters in the contract across a 4-year period (see **Appendix 2** for the refurbishment process and previous case study examples).
 - 60 living roofs implemented across the network, with locations to be confirmed during the shelter assessment process (see **Appendix 3** for a living roof example).
 - Installation of digital advertising screens at 100 of the sites (replacing the current traditional paper / poster advertising frame).
 - Discounted advertising rate for TVCA and the local authorities.
12. As part of the new contract, CCUK will also provide revenue back to TVCA across the contract period. This revenue is a share of the surplus generated by CCUK from selling the advertising space, net of the costs of installing and maintaining the bus shelters.
13. Whilst the new contract will cover half of the bus shelters across the Tees Valley network, there are still 652 sites currently owned and maintained by the 5 local authorities. The current process for shelter maintenance across the Tees Valley is inconsistent, with local authorities having different procedures and staffing resource available to manage the shelter network.

14. TVCA is now beginning the next phase of work to look at a review of these shelters, to develop a proposal for the £1m allocated in the first round of the City Region Sustainable Transport Settlements (CRSTS1) for investment in bus shelters.
15. However, whilst TVCA has capital funding for one-off investments, the challenge remains that there will be a requirement for a commitment to continued investment in maintenance and management, including on-going maintenance, repair and cleaning. There is considerable research that shows that a well-maintained bus shelter will be better respected and less subject to vandalism and other abuses than one that is poorly maintained.
16. TVCA can consider options on how to provide a consistent approach across the whole of the Tees Valley and support local authorities to make this as cost effective as possible. However, TVCA does not have a long-term source of revenue funding that would enable it to take on the maintenance responsibility for local authority owned shelters. The recent government announcement of additional local highways maintenance funding of a minimum of £100.1m over the period 2023/24 – 2033/34 will provide additional funding that could support this maintenance requirement.

Tees Valley at-stop timetables and information

17. As outlined previously, it is important that up-to-date information is provided at bus stops. Across the Tees Valley, there are currently 2,569 stops with frames.

Local Authority area	No. of Stops with Frames
Darlington	572
Hartlepool	280
Middlesbrough	348
Redcar & Cleveland	657
Stockton-on-Tees	712
Total	2,569

18. However, the current process for updating timetables across the Tees Valley is inconsistent, with local authorities having different procedures and staffing resource available to accommodate changes.
19. As identified within the BSIP, TVCA recognise the need to make changes to this process and ensure users are provided with correct, clear, and accessible information that is updated in advance of any service changes.

- 20. TVCA has been working on an update to the timetable template, with revised Tees Valley branding and a new layout to ensure users can find the relevant information. An initial draft of the proposed new template is shown in **Appendix 4**.
- 21. In addition, TVCA propose to appoint a supplier to print and install the timetables in the cases on a Tees Valley wide basis. This will ensure a consistent quality across the network and assist in ensuring any timetable revisions are implemented before service changes commence. Whilst this can be funded from the BSIP / BSIP+ funding in 2024/25, and rolled out from April 2024, a longer-term funding strategy needs to be developed for subsequent years.

Real Time Passenger Information (RTPI)

- 22. The Real Time Passenger Information (RTPI) system provides live information about the arrival of bus services across the Tees Valley.
- 23. Nexus was handed the mandate in 2013 to procure a new system for the North-East region, including Durham County Council, the Tees Valley local authorities, Nexus (Tyne and Wear) and Northumberland County Council. Government funding was secured, which was used to procure the current system, which aims to track buses and predict arrival time in minutes. This information is then displayed at some bus stops on electronic displays.
- 24. Across the Tees Valley, there are currently 106 RTPI displays distributed across the five local authorities:

Local Authority area	No. of RTPI Displays
Darlington	51
Hartlepool	8
Middlesbrough	15
Redcar and Cleveland	13
Stockton	19
Total	106

- 25. The purpose of the RTPI system is to provide confidence for passengers so they can make informed decisions when traveling by bus. Most services operating in the Tees Valley are included in the system, although some of the smaller operators are not yet accounted for.
- 26. It is recognised that technology has moved on since 2013, and it is accepted that the current real time passenger information system for buses could be improved.

Whilst the system is functioning, the ability to put meaningful messages on electronic displays is limited, the mechanism by which messages / information is displayed could be improved and reporting is limited.

27. The current RTPI system is in place until December 2024. Procurement for a new North East system is to be undertaken by Durham County Council and Nexus. One option is for the Tees Valley to continue to participate in this arrangement, which would align with the North East. However, consideration is also being given to procuring a separate Tees Valley system, that could still connect with the North East whilst giving TVCA more control.
28. In addition, the majority of the 106 signs are now coming to their 'end of life' (> 10 Years) from a technical perspective and therefore need to be replaced. A proposal for this work is being developed alongside consideration of the options for the RTPI system. This will include looking at the provision of additional locations for RTPI screens to improve coverage.
29. Funding for the delivery of this will come from the digital investment package within the CRSTS1 Programme, with estimated delivery timescales being January 2025, to align with the retirement of the old system.

A funding strategy to support delivery

30. TVCA is investing significant funding in supporting the bus network, including over £46m of the CRSTS1 Programme on bus priority, £6.8m of BSIP / BSIP+ funding awarded in 2023/24 and 2024/25 and has worked with Arriva and Stagecoach to submit a £31.7m bid for Zero Emission Bus Regional Areas Round 2 (ZEBRA2) funding to support the decarbonisation of the bus fleet.
31. Whilst the BSIP / BSIP+ funding can be used to address some of the issues outlined above in 2024/25, the issue remains that TVCA doesn't have a long-term sustainable source of revenue funding. As outlined previously, the concession contract with CCUK is going to generate a revenue stream as detailed in the table below:

Income Period	Revenue Offer
Year 1 (£)	£119,813
Year 2 (£)	£178,675
Year 3 (£)	£211,046
Year 4 (£)	£206,617
Year 5 (£)	£210,470
Year 6 (£)	£210,470
Year 7 (£)	£210,470

Year 8 (£)	£210,470
Year 9 (£)	£210,470
Year 10 (£)	£210,470
Year 11 (£)	£210,470
Total (£)	£2,189,441

32. In view of the issues outlined in this paper, the proposal for consideration is that this advertising revenue stream is used to fund the Connect Tees Valley Team. As the Connect team is currently funded by contributions from the local authorities, using this new revenue stream to cover these costs would enable the 4 local authorities to make a budget saving. Middlesbrough Council would need to continue to pay their contribution as they are not part of the new CCUK contract.
33. This will provide long-term funding certainty and enable consideration to be given to additional services that could be provided by the Connect Team that would help to deliver the BSIP aspirations.
34. The current estimated annual contribution costs for Connect Tees Valley are:

Local Authority area	Current share of Connect Tees Valley Costs
Darlington	£30,227.46
Hartlepool	£26,425.26
Redcar & Cleveland	£39,352.72
Stockton-on-Tees	£54,371.40
Total	£150,376.84
Middlesbrough	£39,732.94
Total	£190,109.78

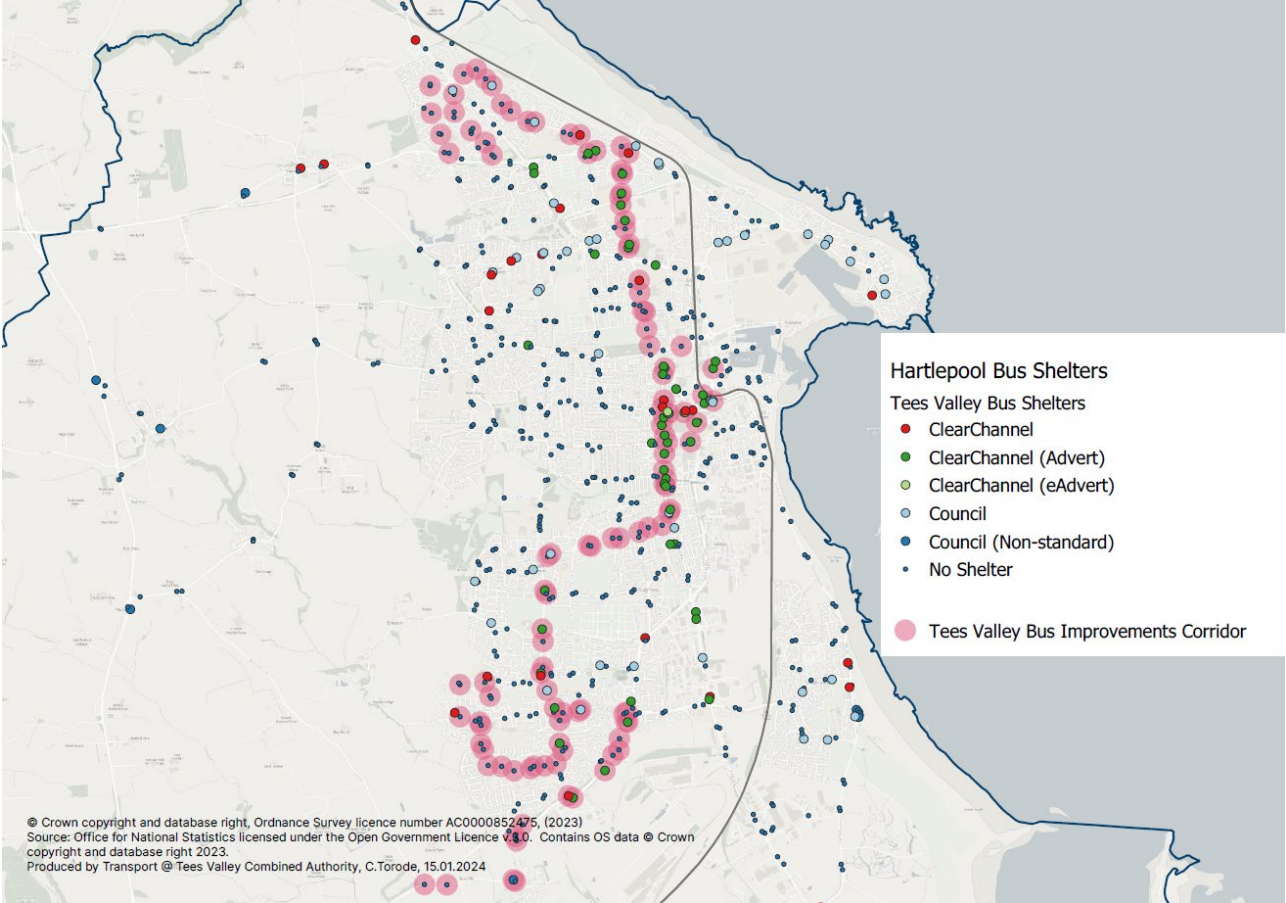
35. The funding remaining from the CCUK revenue (estimated at up to £60k per annum, after covering the current Connect Tees Valley costs) could then be used to fund additional activity that contributes to enhancing the customer experience for bus users. Examples of the type of additional activity that could be funded include:
- Regular monitoring visits to the CCUK / local authority bus shelters to identify maintenance needs and ensure that remedial work is carried out.
 - Putting in place arrangements for the printing and installation of timetables / at-stop information without the requirement to use local authority resource as is currently the case.



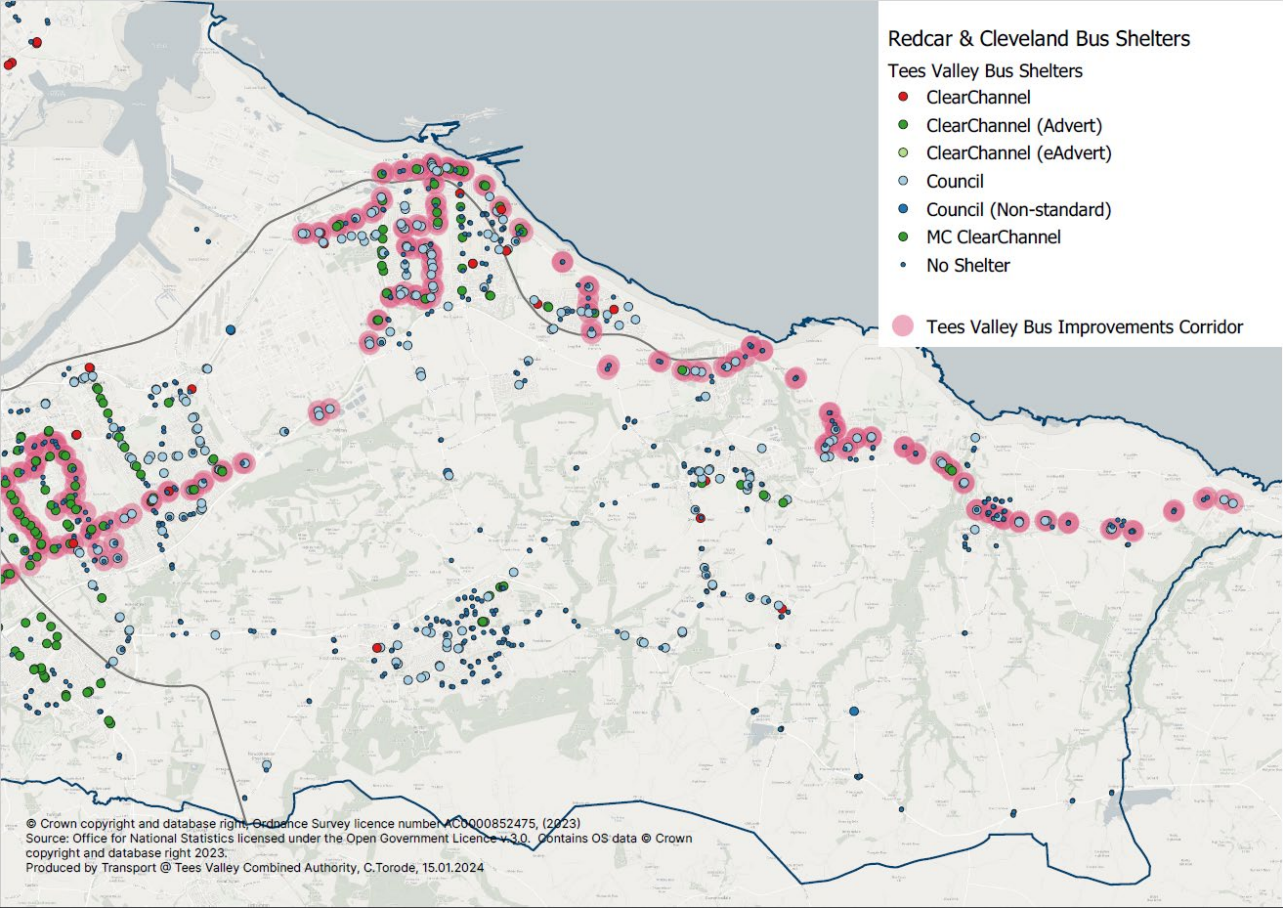
Name of Contact Officer: Alan Weston
Post Title: Head of Transport
Telephone No. 07384 797770
Email Address: alan.weston@teesvalley-ca.gov.uk

Appendix 1 – bus shelter maps

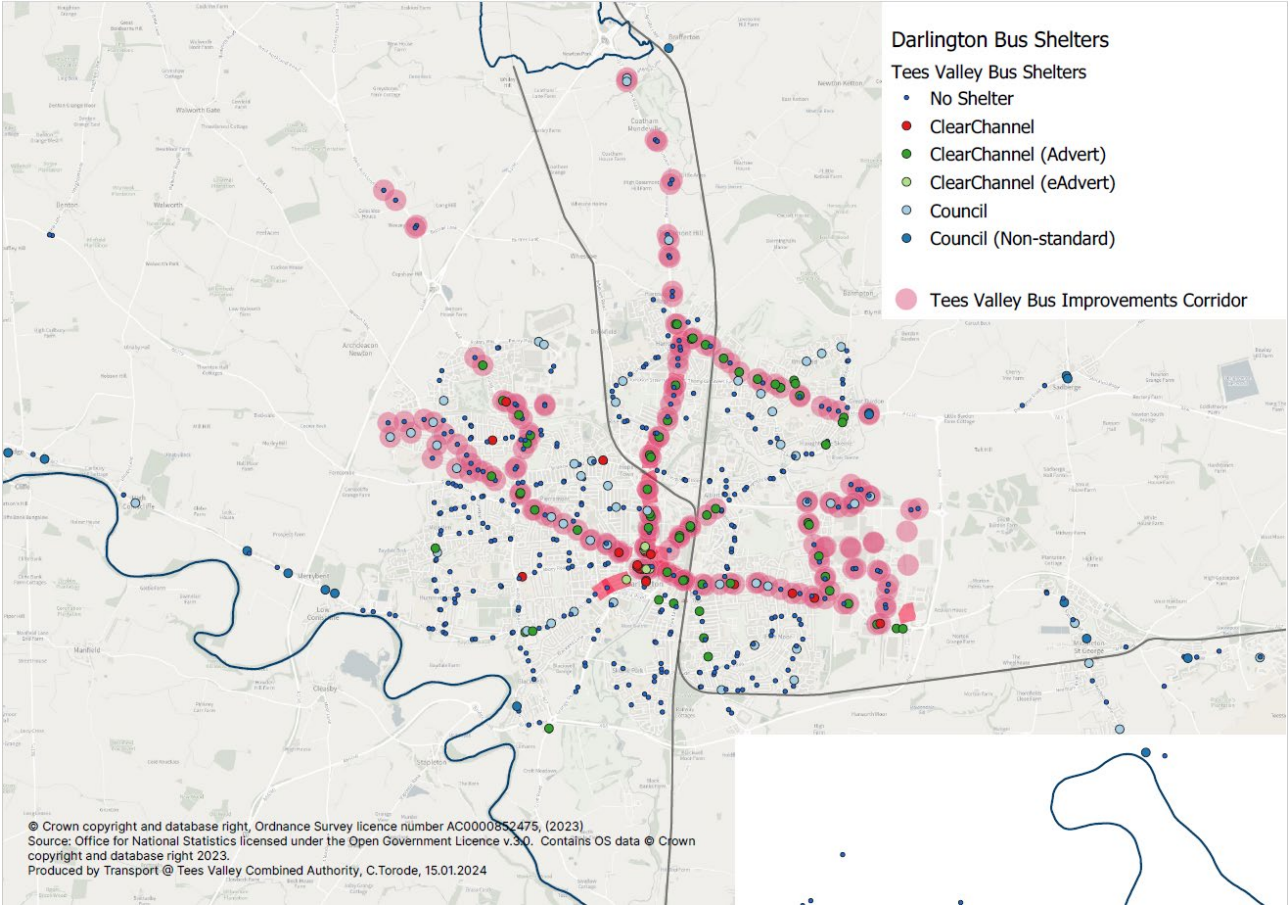
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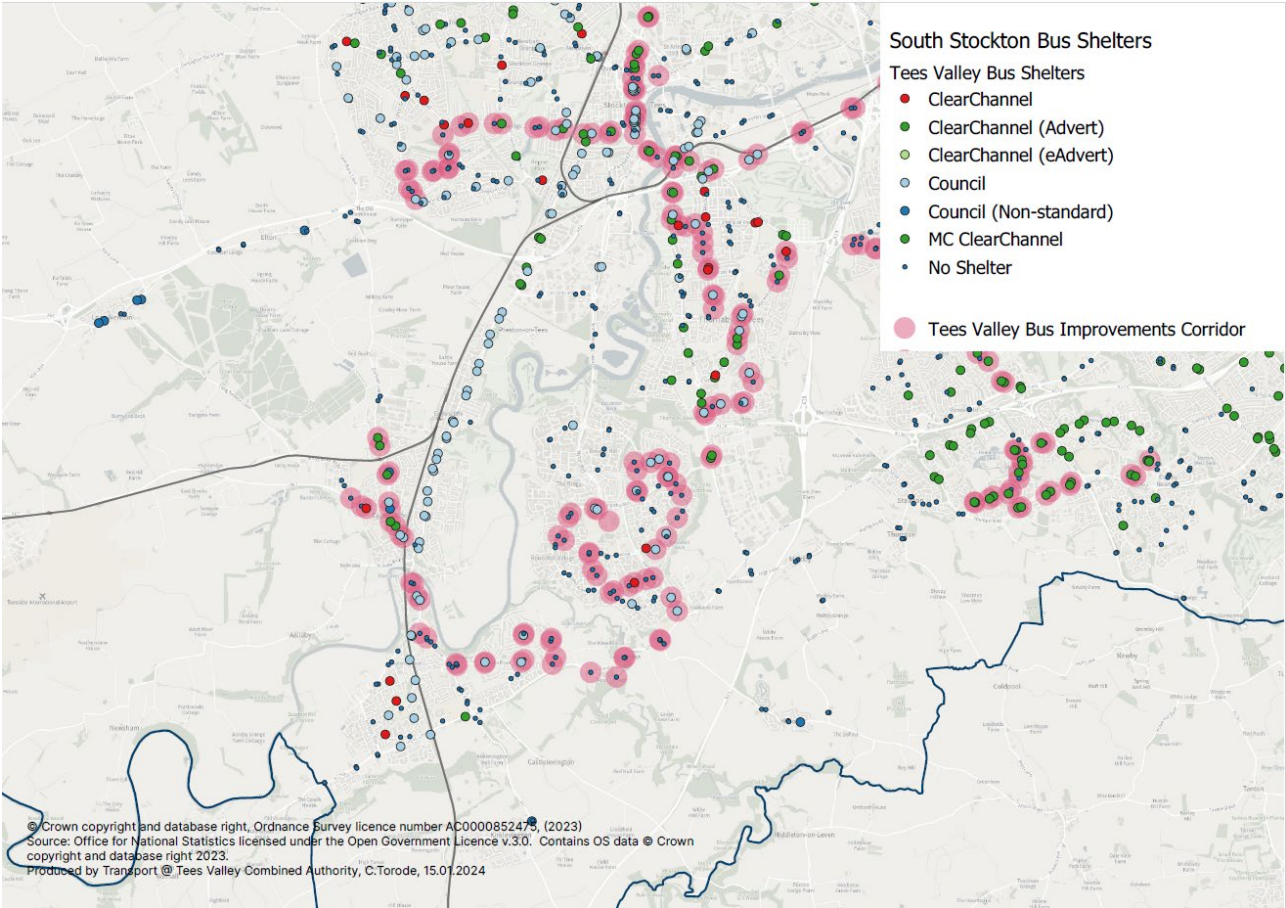
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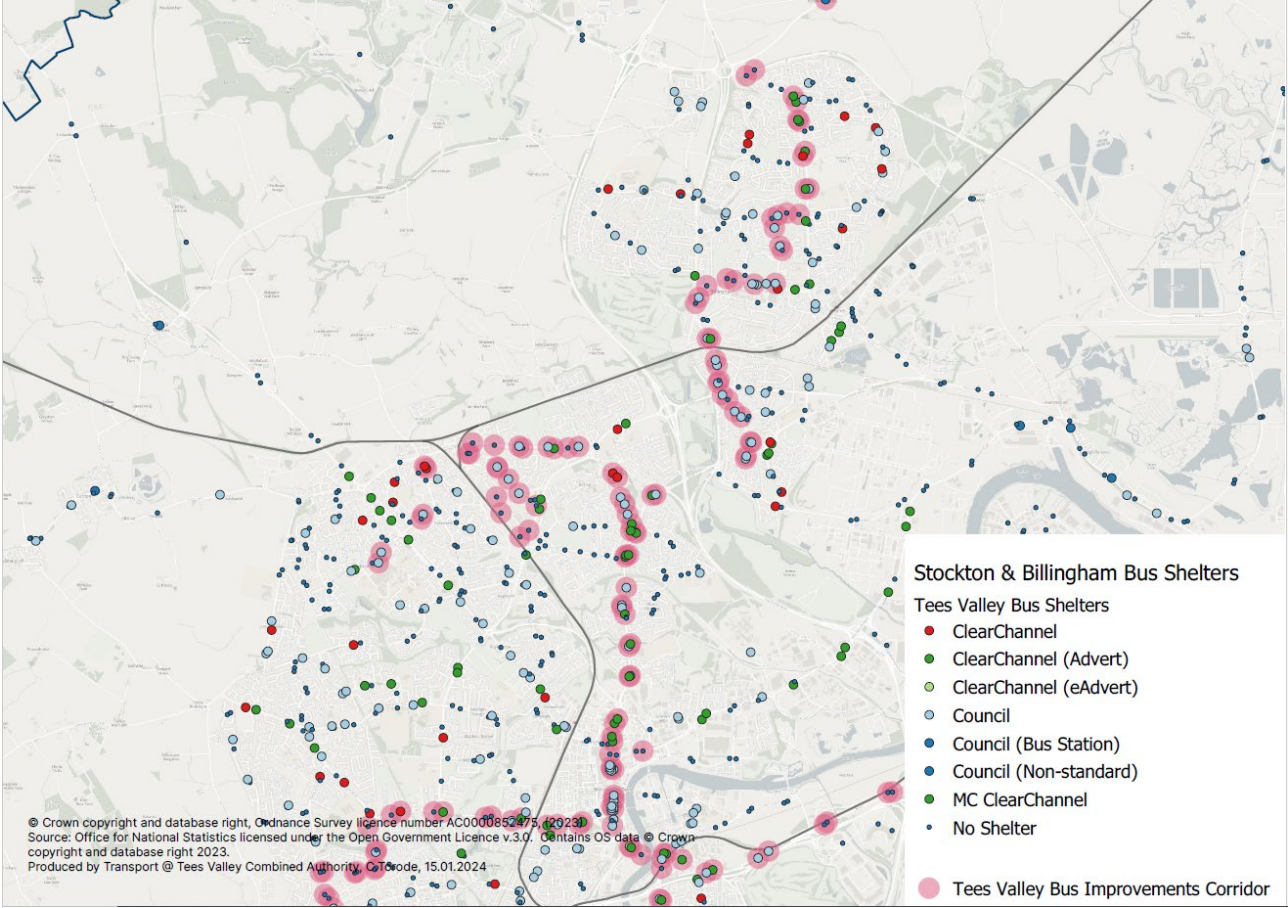
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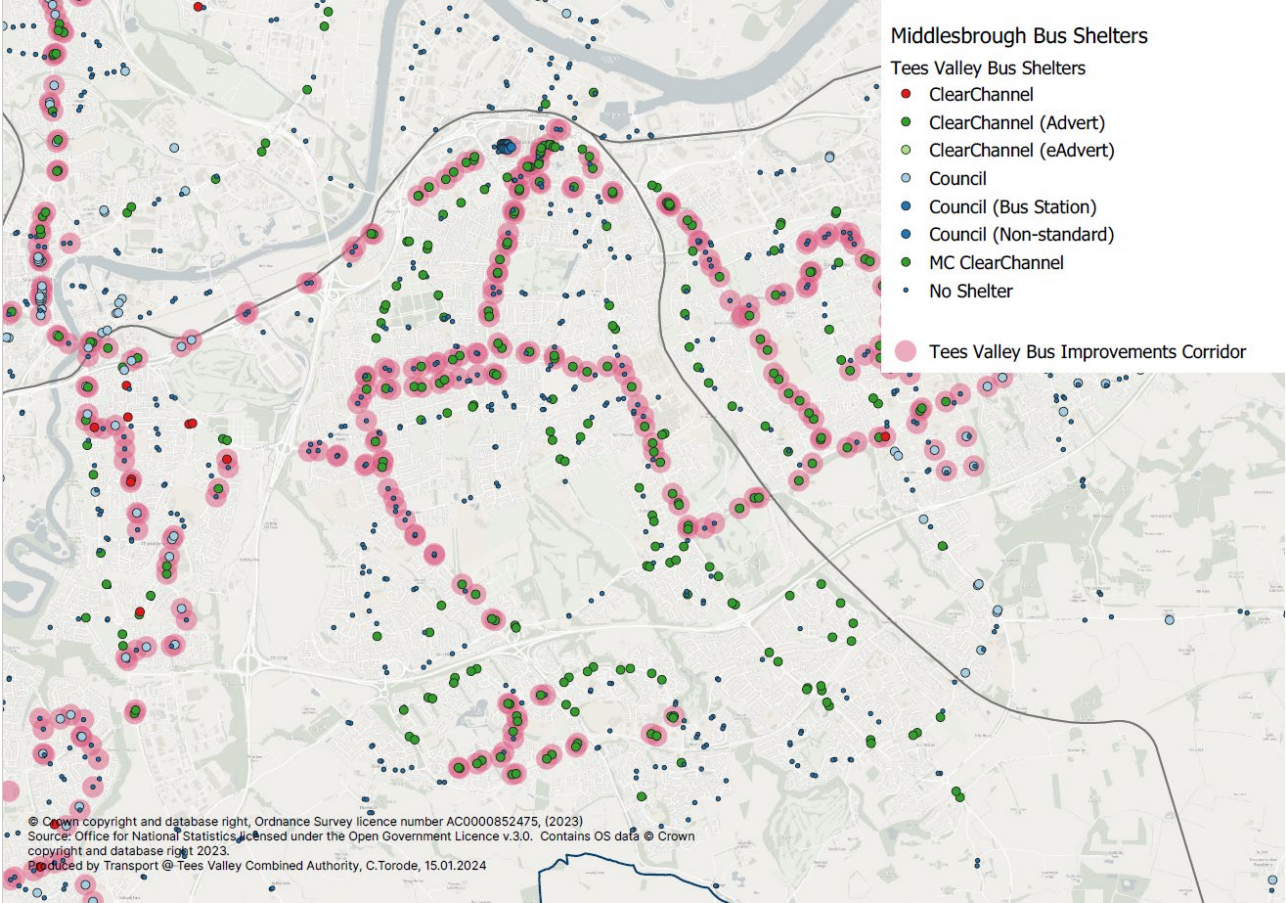


TEES VALLEY



TEES VALLEY







Appendix 2 – Clear Channel UK refurbishment process and case study examples

CCUK Shelter Survey

July 2022

Site Number		Inspection date	
Shelter type (e.g. Insignia, Landmark)		Configuration (e.g. MK1A)	
Shelter Color		Ad Box base size	

Structure & Groundwork

Is the structure secure? (Y/N)		Is the structure level & square? (Y/N)	
Midrails fitted?		Is the midrails condition ok?	
Is the roof secure & in good condition?		Any water leaks from the roof?	
Seat/ Perch fitted?		Seat/ Perch secure & in good condition?	
Glazing type? (Glass, Poly, other)		Glazing secure & in good condition?	
Time Table fitted?		Timetable secure & in good condition?	
Branding in situ?		Site number in situ?	

Electrical

Electrical box secure & in good condition? (Y/N)		Warning sticker fitted to cover? (Y/N)	
Check operation of PEC & illumination check ok?		Means of isolation tag fitted?	
Courtesy Light fitted?		RTI fitted, secure & operational?	

Advertising Unit

Type of unit?		Door glazing type? (Glass, Poly)	
Doors & Hinges operational and in good condition? (Y/N)		Any water ingress? (Y/N)	
Door locks operational & secures door?		Diffuser & Posting clips/slides in good condition?	
Is the overall condition of the Ad unit ok?		Additional Comments	

Metal Work Corrosion

No Corrosion	
Minor Corrosion (1 hour)	
Major Corrosion (3 hours)	

Case Study 1

Before refurbishment...



Case Study 1

Results following bespoke refurbishment plan which included:

Deep-clean

Sand down, prime and repaint metalwork (10-year guarantee)

Replacement of (where applicable):

- glazing
- timetable case
- courtesy light
- advertising panel base



Case Study 2

Before refurbishment...



Case Study 2

Results following bespoke refurbishment plan which included:

Deep-clean

Sand down, prime and repaint metalwork (10-year guarantee)

Replacement of (where applicable):

- glazing
- timetable case
- courtesy light
- advertising panel base



TEES VALLEY

Appendix 3 – Living roof examples

















Appendix 4 - Tees Valley timetable example

Middlesbrough West Dyke Road

Effective from: 3rd March 2024

Stop No: 3200YNA01581

<p>63 West Dyke Road – Middlesbrough Bus station </p>  <table border="1"> <thead> <tr> <th>Monday to Friday</th> <th>Saturday</th> <th>Sunday</th> </tr> </thead> <tbody> <tr> <td>0612 0632 0647</td> <td>0633</td> <td>0632</td> </tr> </tbody> </table>	Monday to Friday	Saturday	Sunday	0612 0632 0647	0633	0632	<p>63 Middlesbrough Bus Station – West Dyke Road </p>  <table border="1"> <thead> <tr> <th>Monday to Friday</th> <th>Saturday</th> <th>Sunday</th> </tr> </thead> <tbody> <tr> <td>0612 0632 0647</td> <td>0633</td> <td>0632</td> </tr> </tbody> </table>	Monday to Friday	Saturday	Sunday	0612 0632 0647	0633	0632
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 <p>Tel 04268 www.traveline.co.uk 0471 230 22 33</p> <p>Calculate the cost of your journey before you start your journey.</p>	 <p>Find out when the next bus will be here. Text dandjgd to 83268</p> <p>A Sunday service is normally provided on public holidays.</p>	
	 <p>If you have a problem on a bus journey, please call the bus company, or see the www.buses.org.uk website. For more information, please call 0300 200 1100. Call 0300 200 1100 or visit www.buses.org.uk</p>	

Tees Valley is working hard to ensure that local bus services are fully accessible to all. For further detailed information about accessibility please contact the local bus operator prior to travel.
Tees Valley Combined Authority has produced this information in good faith, but cannot accept responsibility for errors or subsequent alterations to services.

Appendix 5 - Information output examples

28" LCD Displays

These are the displays currently onsite across the majority of Tees Valley locations.



28" TFT Displays

Some locations in Redcar & Stockton have recently been upgraded to the below screens when the previous hardware reached end of life.



23 JANUARY 2024

REPORT OF THE
DIRECTOR OF INFRASTRUCTURE

BUS FRANCHISING

SUMMARY

Following discussion at the previous Transport Committee meeting, this briefing note aims to outline what bus franchising is, what is needed to achieve franchising, as well as a comparison of the franchising and Enhanced Partnership model.

RECOMMENDATION

That Transport Committee note the content of the report.

DETAIL

The history of franchising

1. The local bus market in England was deregulated in the 1980s. This involved local authorities being forced to sell the municipal bus companies that they owned and opening the market to commercial operators.
2. The Bus Services Act was introduced in 2017 and provides Mayoral Combined Authorities (MCAs) with the powers to implement bus franchising in their area – akin to the system operated by Transport for London. Under the Government’s National Bus Strategy for England, it was expected that by the end of June 2021, all Local Transport Authorities, except MCAs which had started the statutory process of franchising bus services, would commit to establishing an Enhanced Partnership across their entire area.

Enhanced Partnership

3. An Enhanced Partnership (EP) is an agreement between a local transport authority and the majority of their local bus operators to work together to improve local bus services. The main difference between an EP and franchising is that operators in an EP have a much greater role, working with LTAs to both develop and deliver improvements for passengers and having a real say on how bus services should be improved. TVCA and the bus operators currently operate under an EP.

Examples of franchising

4. Currently, buses in London and parts of Manchester, unlike the majority of England, are franchised. The Local Transport Authority (LTA) determines the network of services to be provided under contract by private sector operators. Franchising can involve tendering services on a route-by route basis, or contracts can be let for different parts of a city or to a single operator for a whole network, with significant co-design opportunities for that operator. This is the model of the LibertyBus franchise in Jersey.
5. Under a franchising model, the bus route, services, timetables, frequencies and fare structure, as well as any service quality standards, will be determined entirely by the LTA. The specification determined by the authority will be put to market as part of the competition to appoint operator(s) for those services.

Requirements for franchising

6. The LTA must run a procurement process and potential operators must bid to win a contract to provide the bus services. Contracts are typically issued for an operator to run a package of routes within a particular geographical area and will contain the terms on which the authority wants to buy the service, with the market responding with proposals and pricing. Once the contract comes into effect, no other operators can run bus services within the area unless the authority has given its approval.
7. LTAs are not allowed to provide the bus services themselves (for example, by setting up a new municipal bus company to "win" the franchise). The services must be provided by commercial, private operators.
8. When a franchising scheme is set up, the LTA must name an individual who will be held accountable for it; usually this will be the Mayor of the Combined Authority.
9. There is a statutory legal process that must be followed to introduce bus franchising into an area, with five key stages:
 - Preparation of a detailed assessment of the proposed franchising scheme – akin to the development of a business case:
 - Including requesting any relevant information required from operators to develop the assessment
 - Including commissioning a report to be prepared by an independent auditor on the assessment

- Consultation and engagement
 - Responding to the consultation and, if the decision is to make a scheme, making and publishing the scheme
 - Transition, including staff transfers; and
 - Implementation, including the operation of the service permit scheme.
10. A key legal test for the LTA is the need to demonstrate that the same objectives cannot be achieved through an EP. The statutory legal process summarised above can take a significant amount of time and money with no guarantee of a successful outcome. For context, it has been reported that it cost Greater Manchester £134.5m to transition to a franchising model, and the consultation which informed the decision was undertaken back in 2019, with the first franchised bus services launching in 2023.

Comparison of the Franchising and Enhanced Partnership model

11. The information below from Stephenson Harwood ([All aboard for local bus services: Bus franchising vs enhanced partnerships \(shlegal.com\)](#)) sets out some of the differences between the EP and bus franchising model:
- The main argument in favour of bus franchising is that LTAs should have a thorough understanding of the bus services their region requires. In theory, they should be in the best position to decide the specifics of the services to be delivered. Franchising gives the LTA full control in deciding the bus routes, frequencies and running hours of the services, meaning they can be set at a level that best suits the area and its passengers, rather than at a level determined by operators. As the LTA has overall control, they will find it easier and quicker to modify any of the services or operator requirements to adapt to changes within the industry or changes in passenger demand.
 - However, under a franchising model the financial risk transfers from the bus operators to the LTA. The LTA would enter contracts to deliver the specified services and would be reliant on passenger revenues to cover the cost. Any shortfall would need to be funded by the LTA. Furthermore, any improvements to the current service offer, including increased service coverage, increased frequency or reduced fares, would very likely require significant public subsidy from the LTA. The Covid pandemic highlighted the risk for LTAs, with for example Transport for London requiring a very significant government bailout that has on-going implications on their financial position.
 - Turning to EPs, the key benefit they bring is their focus on enhancing services within the area. In an EP, authorities must assess the status of current bus services, identify any room for improvements and set tangible actions to achieve those improvements. Whilst setting up a franchising model does require the

creation of a business case and a public consultation, there is not the same legal requirement to try and improve bus operations in the region.

- If a LTA controls other local transport services in addition to buses, such as trams or local train services, then the decision-making powers it has under franchising means it could seek to create an integrated transport system. A simpler, unified local transport system, such as that Transport for Greater Manchester has aspirations to deliver, can bring passenger benefits such as more efficient timetabling, or more straightforward, cost-effective ticketing structures and systems. That isn't to say that an integrated transport system cannot be set up under an EP, but it will require agreement with commercial operators.
- EPs involve LTAs and operators working together to agree upon shared objectives for local bus services and the manner in which those objectives will be achieved. This encourages LTAs and operators to build more effective and transparent relationships in which each party understands the other's aims, and expectations. If an EP works well, it can lead to successful long-term relationships and form the basis of a productive and sustainable partnership model.
- Franchising schemes are designed to encourage competition between operators as they bid against one another to win contracts. Competition should in theory deliver better value for money, create an incentive to deliver high-quality services and develop a good track record which will increase the chances of that operator winning more contracts in future.
- However, it needs to be recognised that bus operators can still make a profit under a franchising model. In large cities with significant numbers of bus operators, the competitive process may mean operators are willing to accept less profit to win contracts. However, in the Tees Valley there are only three major bus operators, compared to circa thirty-five in Greater Manchester. There is therefore a significant risk that there would be a lack of competition in the market when procuring contracts, which is likely to make it very challenging to secure competitive contract prices.
- Irrespective of the model by which bus services are delivered, there remain some common challenges:
 - National long-term trend of declining bus usage
 - On-going uncertainty around future travel patterns post-Covid
 - Providing bus services in sparsely populated, often rural areas, is very rarely commercial and nearly always requires public subsidy
 - Ensuring buses can move efficiently and reliably across the highway network

- Operational challenges for bus operators, including driver recruitment and retention, and industry inflation.

Further Reading

12. Information in this briefing note is taken from:

- [Buses: franchising - House of Commons Library \(parliament.uk\);](https://www.parliament.uk/library/research-briefings/briefing/snippets/2017-08-15-buses-franchising)
- [The Bus Services Act 2017 franchising scheme guidance \(publishing.service.gov.uk\);](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628122/the-bus-services-act-2017-franchising-scheme-guidance.pdf)
- [Bus Back Better \(publishing.service.gov.uk\);](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628122/the-bus-services-act-2017-franchising-scheme-guidance.pdf)
- [The Bus Services Act 2017, new powers and opportunities \(publishing.service.gov.uk\);](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628122/the-bus-services-act-2017-franchising-scheme-guidance.pdf)
- [All aboard for local bus services: Bus franchising vs enhanced partnerships \(shlegal.com\)](https://www.shlegal.com/news/all-aboard-for-local-bus-services-bus-franchising-vs-enhanced-partnerships)

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23 JANUARY 2024

REPORT OF THE
DIRECTOR OF INFRASTRUCTURE

TRANSPORT CAPITAL INVESTMENT PROGRAMME – PROGRESS REPORT

SUMMARY

This report provides an overview of progress made in the delivery of projects within the Integrated Transport Programme. The programme is comprised of mainly capital funding allocated to TVCA from the Transforming Cities Fund (TCF) and first round City Region Sustainable Transport Settlement (CRSTS1), together with funding secured through competitive bidding.

RECOMMENDATION

That Transport Committee note the content of the report and continue to work closely with TVCA to ensure delivery of the programme within the required timeframes of the different funding streams.

DETAIL

1. The Strategic Transport Plan (STP) 2020-2030 was adopted by Cabinet in January 2020 and provides the framework for investment in transport across the Tees Valley. The investment programme, referred to as the Integrated Transport Programme (ITP) comprises of devolved money and grant funding competitively secured by TVCA.

The Transforming Cities Fund (TCF) Programme

2. TCF was TVCA's first round of devolved funding. This was used to develop and deliver a programme of projects, which was agreed by Cabinet in January 2020.

The first round City Region Sustainable Transport Settlement (CRSTS1) Programme

3. The Tees Valley £310m of CRSTS1 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.
4. The Programme Business Case, which sets out the projects to be delivered with the funding, was agreed with government and approved at the end of July 2022, a summary of which was published at: <https://www.gov.uk/government/publications/city-region-sustainable-transport-settlements-confirmed-delivery-plans-and-funding-allocations>

Additional Funding

5. In addition, TVCA has also managed to secure additional funding to support the delivery of the projects identified. This additional funding secured includes:
 - £4.6m of Active Travel England (ATE) Active Travel Fund (ATF) secured in tranches 2, 3 and 4 to support the delivery of walking, wheeling and cycling schemes;
 - £0.7m of funding from the Office of Zero Emission Vehicles (OZEV) to support the roll-out of electric vehicle infrastructure;
 - £105.0m of Rail Network Enhancements Pipeline (RNEP) funding to support the Darlington Station Project;
 - £9.65m of Get Building Fund (GBF) to support the delivery of the Middlesbrough Station Project; and
 - £0.5m of Traffic Signals Grant Funding (TSGF) to support the replacement and enhancement of traffic signals linked to the Urban Traffic Management and Control (UTMC) system project.

Programme Delivery

6. Currently, the programme overview is:

Project at advanced development stage	Project at pre-delivery stage	Project delivery stage	Project completed
36	8	7	4

7. Further details on each of the 55 projects is set out in **Appendix A**.
8. The 4 completed projects are:
 - Billingham Station
 - Linthorpe Road Phase 1
 - Woodland Road Phase 1
 - A689 Wynyard: Pedestrian & Cycling Improvements Project – Phase 1

9. The 7 projects currently in delivery are:
- Darlington Station
 - Middlesbrough Station
 - Hartlepool Station
 - Electric Vehicle Charging Infrastructure project
 - Urban Traffic Management and Control (UTMC) system project
 - Wheels to Work Project
 - Local Highway Maintenance
10. As anticipated during the development of the programme business case for CRSTS1, given the significant increase in funding to TVCA, there has been a large 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.
11. Several schemes are at a pre-delivery stage of project development, that is they are expected to be ready to submit for business case sign-off within the next 3 months with delivery expected to commence shortly afterwards.

Delivery Risks

12. There has been a high level of construction inflation since the CRSTS1 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 projects to the budget available.
13. 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 as shown in **Appendix A** it is expected that public engagement will start on a number of these schemes from February 2024.

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Appendix A: The Investment Packages and Projects

Rail Programme					
Project	Description	Status	TVCA Funding Allocation £m	Estimated Total Project £m	Progress
Darlington Station	<p>The Darlington Station project will provide a new platform for high-speed long-distance southbound services, and a new platform for services between Darlington and Saltburn, which collectively improve performance and reliability and increase the capacity for future increases to both local and East Coast Main Line (ECML) services.</p> <p>The redevelopment includes:</p> <ul style="list-style-type: none"> • regeneration of the area adjacent to the station to create a new eastern gateway comprising a multi-storey car park, new station building and transport interchange • an improved western gateway which improves connectivity to the town centre • investment in the northern station gateway to integrate with bus and active travel investments 	Delivery	£41.8m (incl. RNEP funding)	>£139.0m	<p>Good progress on TVCA led construction of the multi-storey car park / station building, which is on site. Steel frame has recently been completed.</p> <p>Network Rail has started enabling work on site and will begin demolition work within the existing station in the coming weeks.</p>

<p>Teesworks Stations and Transport hubs</p>	<p>The railway line between Middlesbrough and Redcar runs through the Teesworks site, with South Bank Station at the western edge near the SeAH Wind facility, and the British Steel Redcar Station at the eastern edge of the site close to the main gatehouse.</p> <p>The scope of this project is to look to re-open British Steel Redcar station and integrate this into the multi-modal hub / construction park and ride to ensure that workers at the site have a choice of different modes of transport.</p> <p>Similarly, it is proposed to make improvements at South Bank station and in the surrounding area to create a multi-modal access hub as a western gateway to the Teesworks site.</p>	<p>Development</p>	<p>£20m</p>	<p>£20m</p>	<p>Feasibility work has been completed on South Bank Station and has identified that due to site constraints there is a requirement for rail infrastructure works to enable the eastbound platform to be widened and a new footbridge with ramps / lifts to be constructed that meets current standards.</p> <p>Feasibility work for British Steel Redcar Station is currently on-going. Discussions are continuing with Northern regarding the provision of a service at the station.</p>
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<p>Eaglescliffe to Northallerton Freight Gauge Clearance</p>	<p>Currently there are infrastructure constraints which means that the tallest standard containers used by freight and logistics companies cannot fit through some of the tunnels and bridges on the rail line between Eaglescliffe and Northallerton. This means these trains must travel into Darlington to reverse before heading down the East Coast Main Line (ECML). This is inefficient, adding almost 1 hour to the journey time and uses some of the ECML capacity.</p> <p>This project seeks to deliver the necessary infrastructure improvements to 4 structures between Eaglescliffe and Northallerton to provide a more direct route.</p> <p>Additional money will need to be sought from DfT from the Rail Network Enhancement Pipeline (RNEP) budget to deliver this project.</p>	<p>Development</p>	<p>£7.1m</p>	<p>£20m+</p>	<p>An Outline Business Case has been developed for this project, which demonstrates a strong strategic rationale and benefit / cost ratio.</p> <p>TVCA funding is being used to carry out further detailed design work and enable a Full Business Case to be produced to seek to secure the additional funding required. This will be completed in summer 2024.</p>
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<p>Eaglescliffe Station Accessibility Improvements</p>	<p>The Eaglescliffe Station project will:</p> <ul style="list-style-type: none"> • provide a new fully accessible footbridge, including lifts to the station platforms from the existing eastern station car park and create a new access to the western side of the station. • refurbish the current bridge and ramp to provide a secondary means to access / egress. • provide a new car park on the western side of the station. 	<p>Pre-delivery</p>	<p>£10.0m</p>	<p>£15.25m</p>	<p>Development work is at an advanced stage. Full Business Case in development and expected to be submitted for sign-off in February 2024 with construction starting in the Spring.</p>
<p>Redcar Central Station Project</p>	<p>The Redcar Central Station project will deliver a package of station enhancement works to complement the proposed regeneration works to the old station building to create a community facility and business space.</p> <p>The focus of this project is to improve accessibility, through the refurbishment / provision of a new footbridge with lifts or ramps and connectivity / passenger improvements.</p>	<p>Development</p>	<p>£3.5m</p>	<p>£4.5m</p>	<p>A bid has been made to the DfT's Access for All (AfA) funding for additional money to deliver this scheme. The outcome of this process is expected to be known in early 2024.</p>

<p>Middlesbrough Station Improvements</p>	<p>Improvements to Middlesbrough Station are being delivered in phases:</p> <p>Phase 1 – Platform Extension / infrastructure work to enable the introduction of an LNER service between Kings Cross and Middlesbrough.</p> <p>Phase 2 – Regeneration of the redundant station undercroft to create a new station gateway, provide a new station entrance into the subway and new workspace.</p> <p>Phase 3 – Capacity improvements at the station to include a new platform and other infrastructure to enable an enhanced level of services, including increased frequency of London services and between Middlesbrough and Newcastle.</p>	<p>Delivery</p>	<p>£31.7m (incl. GBF funding)</p>	<p>£40m+</p>	<p>Phase 1 – delivered and the service has been operating since December 2021.</p> <p>Phase 2 – in construction and will be completed by Spring 2024.</p> <p>Phase 3 - Development work is at an advanced stage. Full Business Case in development and expected to be submitted for business case sign-off late Spring 2024 with work starting in the summer.</p>
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Hartlepool Station Platform Reinstatement	This project aims to bring back into use the redundant platform at Hartlepool Station to increase capacity and enable more services to operate between Middlesbrough and Newcastle. The project includes a new footbridge equipped with lifts to enable access from the existing station building / station entrance.	Delivery	£12.0m	£12.0m	The project is at an advanced stage of construction. Network Rail is currently working on achieving authorisation to enable entry into service of the new platform, which is expected to be signed off in early 2024.
Billingham Station Accessibility	The purpose of the project was to improve access for all users at Billingham Station through the provision of a new footbridge and lifts. Additional work carried out by Network Rail included rebuilding the station platforms and improvements to the station car park.	Completed	£1.0m	£3.6m	The project is completed.
Station Accessibility and Modal Integration Enhancements	This is a programme of improvements across all stations in the Tees Valley, seeking to improve accessibility within the station for all users and improve connectivity for onward journeys by bus and walking, wheeling or cycling. This complements the major station enhancement schemes and other elements of the rail investment package.	Development	£9.5m	£9.5m	Initial proposals have been developed for the 16 identified stations. Further detailed design work is on-going.

Line Speed and Capacity Improvements	<p>The purpose of this project is to look at the infrastructure constraints that are barriers to introducing new services / additional station stops. This includes:</p> <ul style="list-style-type: none"> identifying and proposing solutions for locations where there are infrastructure constraints; and identifying where there are opportunities to increase line speed and reduce journey times. 	Development	£10.0m	£10.0m	Initial work has been carried out to identify the barriers to a 2 train per hour frequency on all routes. Further work is on-going to take this to the next stage.
Teesside Airport Station	<p>The purpose of this project is to carry out repairs and maintenance to ensure the current station remains safe and to look at the feasibility and options in relation to the redevelopment of Teesside Airport Station to meet current standards and introduce a regular train service.</p>	Development	£1.0m	£1.0m	Work underway to address immediate maintenance requirements, and feasibility work has developed outline designs for redevelopment.

Active Travel Programme					
Project	Description	Status	TVCA Funding Allocation £m	Total Project £m	Progress
Linthorpe Road Phase 1	The Linthorpe Road cycling scheme established a safer and more convenient route for cyclists traveling between Middlesbrough Town Centre and Ayresome Street/Park Road South as the first phase of a scheme to provide a route to south Middlesbrough.	Completed	£2.0m (incl. ATF funding)	£2.0m	The project is completed.
Linthorpe Road Phase 2	Building upon Phase 1 this project seeks to deliver provision of safe facilities for pedestrians and cyclists along Linthorpe Road between Ayresome Street and Devonshire/Cumberland Road.	Pre-delivery	£3.9m (incl. ATF funding)	£3.9m	This scheme is at an advanced stage of development, but work has been paused following on-going discussions with Middlesbrough Council.
Town Centre to Acklam and Hemlington	This project would build upon Linthorpe Road Phases 1 and 2 and create a connection between Middlesbrough Town Centre and the surrounding communities of Hemlington and Acklam.	Development	£6.8m	£6.8m	This scheme has been paused until there is clarity about Linthorpe Road Phase 2.

Woodland Road Phase 1	The Woodland Road Phase 1 scheme delivered safe facilities for pedestrians and cyclists along Woodland Road (A68) between Skinnergate and Hollyhurst Road.	Completed	£1.7m	£1.7m	The project is completed.
Woodland Road Phase 2	Building upon Phase 1, this project seeks to deliver safe facilities for pedestrians and cyclist along Woodland Road (A68) between Hollyhurst Road and Deneside.	Pre-delivery	£1.6m	£1.6m	This scheme is at an advance stage of development. A Business Case for delivery is expected to be submitted early in 2024 with delivery to commence later in the year.
A68 to Cockerton and Faverdale	This project will build upon the existing Woodland Road scheme and create a direct and convenient connection between the neighbouring communities of Cockerton and Faverdale with Darlington Town Centre.	Development	£1.2m	£1.2m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

<p>Nunthorpe to Guisborough</p>	<p>The Nunthorpe to Guisborough Cycleway Phase 1 Scheme will provide a continuous off-road walking and cycling link between Nunthorpe, at the southern edge of Middlesbrough, and the town of Guisborough.</p> <p>The focus of this TVCA project is the missing link between an existing bridleway and the highway, and onward to Nunthorpe Station. As part of their successful Levelling Up Fund project, Redcar & Cleveland Borough Council will be carrying out improvement works to the existing bridleway.</p>	<p>Development</p>	<p>£4.3m</p>	<p>£4.3m (excl. RCBC LUF)</p>	<p>This scheme is in development. Work is continuing with landowners to try to secure the necessary permissions to enable this scheme to be delivered.</p>
<p>Redcar Town Centre to South Bank / Teesworks</p>	<p>The proposed cycling scheme seeks to establish a connection between Redcar Town Centre and Teesworks to improve connectivity for the local community.</p>	<p>Development</p>	<p>£4.4m</p>	<p>£4.4m</p>	<p>This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.</p>

Norton to Stockton Town Centre	This scheme will provide safe facilities for pedestrians and cyclists along the Norton Road Corridor between Stockton Town Centre and Norton.	Pre-delivery	£2.6m	£2.6m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Thornaby to Stockton Town Centre	This is a new cycle path project aimed at establishing a direct and convenient connection between Thornaby Town Centre and Stockton High Street. By improving the connectivity between these areas, this scheme seeks to enhance accessibility for residents, facilitating easier travel to Thornaby Station, Stockton Riverside College and the Town Centre.	Pre-delivery	£5.2m	£5.2m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

<p>A689 Hartlepool Town Centre to Wolviston</p>	<p>The aim of this project is to provide safe, largely off-road facilities for pedestrians and cyclists along the A689 between Hartlepool Town Centre / Transport Interchange, and Wynyard and Billingham to the south. It will link several new housing developments in the southwest of Hartlepool with employment sites in Hartlepool and seal sands.</p> <p>This scheme will be delivered in phases with the first phases starting from the town centre and subsequent phases progressing towards the outskirts of the town as more funding becomes available.</p>	<p>Pre-delivery</p>	<p>£2.0m</p>	<p>£2.0m</p>	<p>This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.</p>
<p>Hartlepool Town Centre to the Headland</p>	<p>This scheme will provide safe facilities for pedestrians and cyclists between Hartlepool Headland and Hartlepool Town Centre/Transport Interchange.</p>	<p>Pre-delivery</p>	<p>£1.8m</p>	<p>£1.8m</p>	<p>This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.</p>

<p>Yarm Road to Teesside International Airport Business Park</p>	<p>This scheme will provide safe facilities for pedestrians and cyclists between Darlington Town Centre/Darlington Railway Station and heading towards Morton Park and onwards to Teesside International Airport and nearby villages. In addition to linking several residential areas with employment sites in Darlington Town Centre and on the outskirts of Darlington, it will also link with the growing demand at the airport.</p> <p>This scheme will be delivered in phases, with the first phases starting from the town centre and subsequent phases progressing towards the outskirts of the town as more funding becomes available.</p>	<p>Development</p>	<p>£9.1m</p>	<p>£9.1m</p>	<p>This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.</p>
<p>Marton Road to Nunthorpe</p>	<p>The proposed cycling scheme aims to establish a vital connection between the neighbouring communities of Nunthorpe and Marton with Middlesbrough Town Centre.</p>	<p>Development</p>	<p>£6.6m</p>	<p>£6.6m</p>	<p>This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.</p>

Development of active travel hubs and cycle storage	Tees Valley Active Travel Hubs, managed by Sustrans, have been successfully established in every local authority within the region. These hubs serve as dedicated centres to encourage and promote the adoption of active modes of transportation, with a specific focus on walking and cycling.	Development	£1.8m	£1.8m	Further work is required to develop this project, but this has been constrained by short-term revenue funding awards by Active Travel England, which is leading to TVCA being unable to take a long-term approach.
Darlington Town Centre to Northgate	The proposed cycling scheme is aimed at connecting Darlington Town Centre to Northgate, creating an accessible and safe route for cyclists.	Development	£0.2m (LUF2 Funding)	£0.2m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

Bowesfield Lane to Stockton Town Centre	The proposed cycling scheme seeks to establish a safer and more convenient connection between Stockton Town Centre and Yarm Road, connecting Stockton with Preston Farm Industrial Estate, Hartburn and Eaglescliffe.	Development	£4.4m (LUF2 Funding)	£4.4m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Stockton Town Centre to Bishopston Road	The proposed cycling scheme seeks to establish a safer and more convenient connection between Stockton Town Centre and Stockton Railway Station.	Development	£1.6m (LUF2 Funding)	£1.6m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Middlesbrough Town Centre to Newport Bridge	The proposed cycling scheme seeks to create a crucial link between Newport Road and Middlesbrough Town Centre, improving connectivity and accessibility for residents.	Development	£2.8m (LUF2 Funding)	£2.8m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

Middlesbrough Town Centre to South Bank	The proposed cycling scheme seeks to create a link between South Bank and Middlesbrough Town Centre, improving connectivity and accessibility for residents and making it easier for people to access employment opportunities at Teesworks.	Development	£2.2m (LUF2 Funding)	£2.2m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Redcar Town Centre to West Dyke Road	The proposed cycling scheme seeks to create a link between Redcar Town Centre and West Dyke Road, improving connectivity and accessibility for residents. The new scheme will connect to an existing cycle path on West Dyke Road and extend this further into the Town Centre, creating one continuous link from the South of Redcar to the Town Centre.	Development	£3.2m (LUF2 Funding)	£3.2m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Saltburn to Marske	The proposed cycling scheme seeks to create a link between Marske High Street and Saltburn Town Centre, improving connectivity and accessibility for residents.	Development	£2.0m (LUF2 Funding)	£2.0m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

Hartlepool Town Centre to Catcote Road	The proposed cycling scheme seeks to create a crucial link between Catcote Road and Hartlepool Town Centre, improving connectivity and accessibility for residents.	Development	£3.4m (LUF2 Funding)	£3.4m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Hartlepool Town Centre to Seaton Carew	The proposed cycling scheme seeks to create a crucial link between Seaton Carew and Hartlepool Town Centre, improving connectivity and accessibility for residents.	Development	£1.0m (LUF2 Funding)	£1.0m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

<p>A689 Wynyard: Pedestrian & Cycling Improvements Project – Phase 1</p>	<p>This scheme involves improvements to junctions to improve connectivity for walking, wheeling and cycling across the A689, and includes improvements to the Meadows roundabout, to enable the introduction of a pedestrian and cycle phase to an important connection that provides access between Wynyard Park and Wynyard Village, including access to Wynyard C of E Primary school.</p>	<p>Completed</p>	<p>£1.1m</p>	<p>£1.1m</p>	<p>The project is completed.</p>
<p>A689 Wynyard: Pedestrian & Cycling Improvements Project – Phase 2</p>	<p>Building upon phase 1, this project is to deliver improvements to another junction to enhance connectivity to a major employment site which is under development. The focus of the work is a new bridge to enable pedestrians and cyclists to easily cross the busy A689 at this location.</p>	<p>Development</p>	<p>£5.8m</p>	<p>£5.8m</p>	<p>This scheme is currently in development and is being led by Stockton-on-Tees Borough Council.</p>

Bus Programme					
Project	Description	Status	TVCA Funding Allocation £m	Total Project £m	Progress
Branksome to Red Hall	This corridor provides connectivity into Darlington town centre and offers links to employment and leisure opportunities along with an interchange to rail at Darlington station. This corridor serves local communities where car ownership is less than 50%, alongside providing access to local employment sites. Future developments have been identified along the corridor.	Development	£6.2m	£6.2m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Middlesbrough to Redcar	This corridor provides an important connection to the major trauma centre and district general hospital at James Cook and Redcar Primary Care Hospital. The corridor offers links to employment opportunities by serving communities across the region, several of which have low car ownership and rely on bus services to access employment and education opportunities.	Development	£6.9m	£6.9m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

Middlesbrough to Hartlepool	This corridor provides connectivity between three key centres: Middlesbrough, Stockton and Hartlepool and offers an interchange with the rail network at Hartlepool and Thornaby, alongside serving various local communities. The corridor provides Hartlepool residents with a public transport link to employment attractors located in town centres and industrial parks along the A689.	Development	£14.7m	£14.7m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Ingleby Barwick to Middlesbrough	This corridor provides an important link into Middlesbrough town centre and offers links to employment, education and leisure facilities together with an interchange with the rail network at Allens West. The corridor serves many communities in the Stockton district who rely on bus journeys due to low car ownership.	Development	£1.7m	£1.7m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Coulby Newham to Middlesbrough	This corridor offers an important connection between an area of development south of Middlesbrough and Middlesbrough town centre. The corridor offers a public transport link for various communities in the region, providing accessibility to employment, educational and leisure facilities.	Development	£2.6m	£2.6m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

Middlesbrough to East Cleveland Hospital	This corridor serves both Middlesbrough and Redcar & Cleveland residents, offering connectivity from Middlesbrough to Teesport and the development area of Teesworks / Tees Valley Freeport. The corridor connects various local communities to employment, leisure, education and healthcare facilities.	Development	£6.1m	£6.1m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Middlesbrough to Netherfields & Overfields	This corridor provides connectivity into Middlesbrough town centre for various local communities where car ownership is below 50%, allowing them to access employment, educational and leisure opportunities.	Development	£4.1m	£4.1m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Darlington to Middlesbrough	This corridor provides connectivity between three key centres: Darlington, Stockton and Middlesbrough, and interchanges with the rail network at Thornaby. The corridor offers a public transport link to employment attractors both in the town centres and at industrial estates out of town, meaning that employees can travel across districts to access employment.	Development	£0 (costs of projects identified within other corridors due to overlaps)	£0	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.

Darlington to Durham	This corridor serves various communities in both Tees Valley and Durham County Council, offering connectivity into Darlington and Durham centres and links to employment, leisure and education opportunities. The corridor requires a collaboration between the neighbouring authorities to ensure that aspirations and proposals along the corridor are aligned between neighbouring authorities and bus operators.	Development	£4.0m	£4.0m	This scheme is in development. Initial proposals are expected to be published for public engagement by February 2024.
Tees Valley wide Bus Shelter Improvements	Tees Valley wide project to complement the bus corridor work by developing a hierarchy of bus shelter provision and specifying the expected level of provision / facilities for each category. It is envisaged that the level of provision / facilities will be of a higher specification on the key bus corridors.	Development	£1.0m	£1.0m	This scheme is in development. The initial focus has been on procurement of the Clear Channel concession contract prior to establishing the scope of this project.

Decarbonisation Programme					
Project	Description	Status	TVCA Funding Allocation £m	Total Project £m	Progress
Electric vehicle programme	TVCA is committed to delivering a step-change in the provision of electric vehicle charging infrastructure, which is one of the main deterrents for people considering a transition to electric vehicles. The focus of this programme has been to create a comprehensive network of charge points in publicly owned car parks to kickstart the transition to electric vehicles.	Delivery	£2.7m (incl. £0.7m OVEZ)	£2.7m	This programme of investment is almost complete with a small number of sites still needing to be completed in early 2024.
Electric vehicle programme – phase 2	This programme will seek to build upon the initial phase of investment in electric vehicle infrastructure. The Local Electric Vehicle Infrastructure (LEVI) bid is focused on providing on-street residential charging and leveraging private sector investment.	Pre-delivery	£2.0m (potential additional £6.5m LEVI - TBC)	£2.0m	Funding bid submitted for £6.5m of LEVI funding to complement the proposed TVCA investment. Outcome of the funding bid currently awaited.

Digital Programme					
Project	Description	Status	TVCA Funding Allocation £m	Total Project £m	Progress
Urban Traffic Management and Control (UTMC) System Upgrade	This project seeks to upgrade the Tees Valley UTMC system. UTMC systems are designed to allow the different applications used within modern traffic management systems to communicate and share information with each other. Variable Message Signs (VMS), car parks, traffic signals, ANPR, traffic counters and meteorological data will all be amalgamated into the system.	Delivery	£4.0m (incl £0.5m of Traffic Signals Grant Funding)	£4.0m	This programme of investment is almost complete with a small number of elements of the project still needing to be completed in early 2024.
Digital transport programme	This project seeks to build upon the initial UTMC system upgrade and connect more assets to move towards developing a digital twin, invest in a data platform and enhance digital services, all to enhance the efficiency and effectiveness of the current transport system.	Development	£10.0m	£10.0m	This programme is in development. The priority has been on the introduction of a bus reliability module for the UTMC system which helps to improve performance and reliability.

Accessing Opportunity Programme					
Project	Description	Status	TVCA Funding Allocation £m	Total Project £m	Progress
Wheels to Work (Capital)	The scheme provides an innovative way of overcoming transport barriers by hiring electric motorcycles and e-bikes to working aged people for a short period at a subsidised cost, until a longer-term transport solution can be found. The scheme provides access to employment, training or education.	Delivery	£0.9m	£2.0m (incl. TVCA revenue funding)	£0.38m spent on the purchase of an initial fleet of vehicles in 2021. Provision made for capital replacement cost of these in 2024. The requirement is currently being scoped.

Roads Programme					
Project	Description	Status	TVCA Funding Allocation £m	Total Project £m	Progress
Local Highway Authority Consolidated Funding	This is an allocation of funding for each of the five local authorities and is a 5-year settlement based upon the level awarded for 2020/21.	Delivery	£82.89m	£82.89m	5-year Funding Agreement Letters in place awarding a proportion of this money to the local highway authorities. Annual reconfirmation of funding issued once confirmation is received by TVCA from DfT.

Town Centre Programme					
Project	Description	Status	TVCA Funding Allocation £m	Total Project £m	Progress
Transforming Town Centre Accessibility	Ensuring that transformational transport interventions can be implemented to help meet the ambition and support the delivery of the proposed Hartlepool and Middlesbrough Mayoral Development Corporations and other town centre major regeneration projects.	Development	£31.0m	£31.0m	Mayoral Development Corporation masterplans published and potential projects currently being scoped. Discussions on-going regarding other potential schemes to be funded as part of this project.



AGENDA ITEM 7
REPORT TO THE TEES VALLEY
COMBINED AUTHORITY CABINET

26th JANUARY 2024

REPORT OF THE DIRECTOR OF INFRASTRUCTURE

TRANSPORT PORTFOLIO

TRANSPORT PROGRAMME

SUMMARY

This report sets out the proposed transport programme to be delivered with the second round City Region Sustainable Transport Settlement (CRSTS2) published indicative allocation of £978m. The funding is notionally allocated for the period 2027/28 to 2031/32, but the Government has said that there will be an opportunity for some of this funding to be brought forward into the last two years of CRSTS1 (2025/26 and 2026/27). The proposed CRSTS2 programme builds upon the current transport investment programme and will deliver on the ten-year Strategic Transport Plan (STP), which provides the framework for all transport investment by the Combined Authority, and was approved by Cabinet in 2020. The CRSTS2 programme has been developed to include interventions included in the STP, or to enable new strategic opportunities that have been identified since the publication of the STP. There has been engagement with, and input from, each of the Combined Authority's constituent local authorities in the development of the CRSTS2 programme.

It needs to be emphasised that the indicative CRSTS2 allocation is over three times bigger than the current CRSTS1 allocation. Approving the CRSTS2 proposed transport programme will demonstrate to Government that TVCA agrees on the strategic priorities. It will also enable officers to proceed to develop the programme in advance of delivery commencing in the coming years.

RECOMMENDATIONS

It is recommended that the Combined Authority Cabinet:

- i. Approves the proposed transport programme totalling £1bn, as detailed in paragraph 12, to be delivered with the second round City Region Sustainable Transport Settlement (CRSTS2) indicative allocation of £978m.
- ii. Delegates authority to the Director of Infrastructure to take all decisions required to progress delivery of business cases for each project within the approved funding allocations. In accordance with the Tees Valley Assurance Framework, the approval of business cases is delegated to the Tees Valley Combined Authority Chief Executive, in consultation with the Tees Valley Management Group, and the Tees Valley Combined Authority Section 73 Officer and Monitoring Officer.

- iii. Notes that the outcome of all business case appraisals will be reported to Cabinet and there will be a twice-yearly update report to Cabinet and Transport Committee on the programme.
- iv. Notes that where an individual project cannot be delivered within the funding allocation set out in this report or the business case does not demonstrate value for money, then this will be reported back to Cabinet for a decision on how to proceed.

DETAIL

Background

1. On 31st January 2020, the ten-year Tees Valley [Strategic Transport Plan](#) (STP) was approved by Tees Valley Combined Authority (TVCA) Cabinet. The STP defines the vision, objectives and outcomes for transport, sets out the actions that will be delivered, and provides the framework for all transport investment. The STP sets out the transport investment priorities by the following themes:
 - National rail
 - Major roads
 - Connecting economic centres
 - Unlocking key sites
 - Local journeys
 - Social equality and environment
2. The primary factor that underpins transport need is the polycentric nature of the Tees Valley with multiple towns, key employment sites and residential areas. This results in a complex pattern of movement, which is very different to a city region with a dominant commercial centre. Addressing the transport need in the Tees Valley therefore requires a programme of interventions to ensure that:
 - Everyone, no matter where they live in the Tees Valley, is connected to opportunity; and
 - Existing business can grow and the Tees Valley is able to continue attracting new businesses and inward investment.
3. The £75m Transforming Cities Fund (TCF) allocation, £310m City Region Sustainable Transport Settlement (CRSTS1) and over £148m of competitively secured funding over the period 2018/19 – 2026/27 is enabling good progress to be made in delivering against the STP.
4. The evidence base on which the STP was developed is continually evolving, for example the Tees Valley traffic model has been updated to take account of new Local Plan sites and 2021 census data has been analysed. However, the fundamental evidence base on which the STP was developed has not changed. TVCA is of the firm view that the challenges, opportunities and outcomes in the STP remain sound and should continue to be the primary drivers for transport investment. Clearly there have been developments that now need to be considered, for example in relation to the STP 'Unlocking key sites' theme where new opportunities have come forward since the publication of the STP.
5. As with the continually evolving evidence base, TVCA has also been in regular dialogue with its constituent Local Authorities and other stakeholders to develop an investment pipeline. There is a wealth of analysis, feasibility studies and development work that underpins this pipeline, some of which started when TVCA was established back in 2016.

Second round of City Region Sustainable Transport Settlement (CRSTS2) context

6. TVCA has an indicative allocation of £978m for CRSTS2 over the period 2027/28 to 2031/32. However, government has said that there will be an opportunity for some of this funding to be brought forward into the last two years of CRSTS1 (2025/26 and 2026/27). TVCA has been in discussions with the Department for Transport (DfT) around using the confirmed CRSTS1 funding to cash flow development work.
7. CRSTS1 also included the consolidated highways funding that is passported to local authorities. Furthermore, government recently announced an additional minimum £100.1m of highways maintenance funding for TVCA between 2023/24 – 2033/34.

Developing a CRSTS2 programme

8. It needs to be emphasised that the indicative CRSTS2 allocation is over three times bigger than the current CRSTS1 allocation. There are several critical factors that need to be fully considered:
 - the lead time and level of work required to develop a programme of this scale that can start to deliver in the coming years is significant;
 - there is a need for an appropriate level of resource to ensure delivery; and
 - being able to demonstrate to government that TVCA agrees on the strategic priorities.
9. The STP contains high-level outcomes, summarised in the table below, and the CRSTS2 programme has been designed to deliver on them.

Strategic Transport Plan high-level outcomes	
Investment Theme	Outcome
National rail	Improve rail links between Tees Valley and the rest of the country
	Improve rail station infrastructure
	Ensure that the rail network can cater for future growth in both freight and passenger demands
Major roads	Deliver and maintain a safe, resilient and reliable Key Route Network ¹ , facilitating future economic and housing growth
Connecting centres	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
Unlocking key sites	Address specific constraints on the strategic and local transport networks – providing a transport system that facilitates future economic and housing growth
	Develop and maintain a transport system that facilitates efficient freight movements
Local journeys	Deliver and maintain safe walking and cycling routes and local bus services that link housing sites to key destinations and transport interchanges
Social equality and environment	Improve equality of opportunity for remote and deprived communities and enhance health and wellbeing

¹ The Key Route Network was agreed between TVCA and the Local Authorities and represents those roads that are most critical to connectivity across the Tees Valley.

	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
	Protect Tees Valley's built and natural environment, and reduce noise and vibration from transport
	Ensure that the existing transport network and planned investment is resilient to climate change

10. As highlighted in paragraph 4, the CRSTS2 programme has been developed to include interventions identified in the STP, or to enable new strategic opportunities that have been identified since the publication of the STP.
11. There has been engagement with all local authorities throughout the process, including Chief Executives, Management Group, Transport Advisory Group and a dedicated workshop.

CRSTS2 Programme

12. The following table outlines the proposed CRSTS2 programme by STP theme.

Strategic Transport Plan (STP) theme		
STP theme: National Rail		
Project	Description	Allocation
Develop business case for electrification of the rail network from Northallerton to Saltburn	<p>The Transpennine Route Upgrade (TRU) will deliver major improvements to the line between Manchester and York, including full electrification for passenger and freight trains. The East Coast Main Line is already fully electrified, which includes the line between York and Northallerton. However, there are no current plans to electrify the network from Northallerton to Saltburn.</p> <p>This presents a risk to the Tees Valley as electric trains on the Transpennine Route will not be able to travel north of Northallerton towards Middlesbrough / Saltburn, as the diesel trains currently do. In addition this would also benefit the Middlesbrough <-> London services as they currently require bi-mode trains due to the same issue and there is a risk that this limits future opportunities.</p> <p>The proposal is to develop a business case for electrification of the network between Northallerton and Saltburn, with options for shorter sections to be considered. The benefit of electrifying this network is that electric trains on the East Coast Main Line and Transpennine Line would be able to extend to the Tees Valley. It will also enable electric freight trains to operate to/from the Tees Valley.</p>	£3m

	<p>Once the business case is complete, a funding strategy will need to be considered. The current thinking is that the business case is used to influence the DfT and seek a commitment to deliver the intervention from the national rail budget. This was the funding strategy successfully deployed by TVCA on the Darlington Station project, where significant funding was secured from the Rail Network Enhancements Pipeline (RNEP) budget.</p>	
<p>Deliver Middlesbrough Station new platform 3 and associated infrastructure</p>	<p>Middlesbrough Station is one of the key rail hubs in the Tees Valley for both strategic and local connectivity. TVCA has already invested in improvements to the station, including the extension of platform 2 and the redevelopment of the station undercroft, which is nearing completion.</p> <p>However, to address capacity constraints at the station there is a need for a new platform 3. TVCA has been working with Network Rail to develop the intervention and the original intention had been to try and secure RNEP funding to complement TVCA funding to deliver the scheme. However, there is currently significant national pressure on RNEP funding and CRSTS2 now provides an opportunity to get on and deliver this intervention locally.</p> <p>The intervention will provide a new platform 3 and additional track and signalling to enable increased use of the carriage sidings, whilst also maintaining freight capacity. This will deliver performance and reliability benefits to the existing services at Middlesbrough Station and provide capacity for potential additional services including:</p> <ul style="list-style-type: none"> • Additional LNER services to / from London (currently 1 train per day, but potential to increase to 1 train in alternate hours). • Additional Northern services to / from Newcastle via Hartlepool (currently additional 1 semi-fast train in alternate hours from December 2023, but potential to increase to 1 semi-fast train every hour, complementing the existing all stations stopping service). • Potential for a new service between Middlesbrough and Ferryhill (subject to a Restoring Your Railways Fund proposal from Durham County Council and identified in Network North as a potential new station) • Other potential local service enhancements. 	<p>£40m</p>
<p>STP theme: Major Roads</p>		
<p>East-west connectivity – A66 and A689 Corridors</p>		

<p>Deliver Darlington Northern Link Road</p>	<p>The A66 provides critical east-west connectivity between the Tees Valley, the A19 and the A1(M). However, there is a missing strategic link for traffic travelling from the Tees Valley heading north on the A1(M), and vice versa for traffic travelling south on the A1(M) heading to the Tees Valley. This traffic is currently using the A1150 and A167 through the north of Darlington, but these routes are unsuitable for the volume and type of traffic using them.</p> <p>The project will therefore provide a new strategic link better connecting the A66 to the A1(M) to the north of Darlington. The intervention would provide the following strategic benefits:</p> <ul style="list-style-type: none"> • better link the Tees Valley, including key assets such as the Teesside Freeport and Teesside International Airport, with the A1(M) and beyond; • better link Newton Aycliffe to the Teesside Freeport; • relieve the existing congestion problems on the A1150 and A167 routes to the north of Darlington; • reduce the severance effect currently experienced by those residents adjacent to the A1150 and A167; and • improve the resilience of the network, reduce journey times, improve journey time reliability and improve safety. <p>TVCA has previously completed an Outline Business Case, which identified a preferred route alignment. However, this was several years ago, so the next phase of work will review the optimum route alignment and consider potential other complementary measures on the A1150 and A167 to ensure that the strategic benefits are maximised. There will then be a need to develop the detailed design and full business case. The cost estimate is based on the current route alignment, but this will be refined as the next phase of development work is progressed.</p> <p>It is possible that the intervention could be classified as a Nationally Significant Infrastructure Project (NSIP). These are projects of certain types, over a certain size, which are considered by the Government to be so big and nationally important that permission to build them needs to be given at a national level, by the responsible Government minister (the 'Secretary of State'). Instead of applying to the local authority for Planning Permission, the developer must apply to the Planning Inspectorate for a different permission called a Development Consent Order (DCO).</p>	<p>£250m</p>
<p>Deliver A66 resilience package</p>	<p>The A66 provides critical east-west connectivity between the Tees Valley, the A19 and the A1(M). The road carries</p>	<p>£20m</p>

	<p>more than 70,000 vehicles daily on its busiest sections. On the section of the A66 managed by Middlesbrough Council, as the local highway authority, approximately 75% of the carriageway is well over the normal life expectancy. There are also critical issues with the safety barrier system, bridge structures and sign gantries. The condition of this section of the A66 presents a risk of weight restrictions, lane closures and in a worst-case scenario structural failure, which would result in the road being closed. The package of work will include carriageway resurfacing, remediation work on bridges and structures, and safety barrier replacement. It will ensure the future resilience of the road, with the interventions extending the lifespan of all assets to at least 15 years and in some cases many more.</p>	
<p>Deliver package of interventions to address A66 capacity constraints Middlesbrough – Teesport – Redcar</p>	<p>There are several roundabout junctions on the section of the A66 between Middlesbrough – Teesport – Redcar, where interventions are required to address identified capacity constraints:</p> <ul style="list-style-type: none"> • A174 / A1053 Greystones Roundabout – lane widening, improvements to A174 eastbound exit, a new link through the roundabout i.e. a through-about, and other minor improvements. • A1085 Trunk Road roundabout – lane widening and other minor improvements. • Tees Dock Road / Lackenby Access roundabout – lane widening and other minor improvements. <p>There is also a smaller package of works required on Cargo Fleet Lane/Longlands Road and the A66/A1032 Newport Interchange.</p> <p>Initial design work and road safety audits have already been undertaken. There will be a need to undertake detailed design work and refine the cost of each intervention as part of the next phase of work.</p>	£40m
<p>Deliver A689 corridor improvements</p>	<p>The A689 provides strategic connectivity within the Tees Valley, and a connection to the wider North East region. It is a key east-west link, connecting Hartlepool and Stockton to the A19 and A1(M). It also provides a key route between the A1(M) and the A19, and is used for many journeys to/from Middlesbrough, Stockton, Redcar and surrounding areas. There are key locations on the road where congestion is problematic. Furthermore, there is limited provision for active travel on the corridor, which is constraining opportunities for cycling and walking trips.</p> <p>TVCA has developed an Outline Business Case for a package of interventions on the corridor that will:</p>	£50m

	<ul style="list-style-type: none"> • address the existing congestion pinch points, increase capacity, create a more resilient network and significantly improve east-west connectivity in the region; • improve journey time reliability and reduce journey times; • improve access to multiple strategic employment locations on the corridor; and • facilitate housing growth in the vicinity of the corridor. <p>The package of interventions includes:</p> <ul style="list-style-type: none"> • A19 / A689 Junction improvements – signalisation of the services roundabout, plus A19 cycle/pedestrian overbridge and carriageway widening of grade separated junction to three lanes on northern overbridge. • Park Road / Huckelhoven Way Junction – widen approaches and provide additional lanes. • Tesco / Burn Road Roundabout – widen eastbound approach to two lanes. • Brenda Road / Belle Vue Way Roundabout – left turn filter lane from the north-eastern A689 arm to the southern B1277 arm. • Stockton Road / Belle Vue Way – realignment of the A689 central reserve on the westbound approach and provision of dedicated right turn lane into Stockton Road. • Owton Manor Lane roundabout – replace roundabout with signalised junction. • Truro Drive Junction – provision of additional left turn lane on the A689 northbound approach. • Dalton Back Lane / Greatham Back Lane crossroads – removal of staggered junction and uncontrolled right turn arrangements and replacement with full signalisation (will also serve the Hartlepool South West Extension site). • A1185 (Wolviston) Roundabout – widen northern circulatory section to three lanes. • Wynyard Avenue / A689 – signalisation. • Hanzard Drive / The Wynd / A689 – cross road, signalisation and pedestrian crossing over the A689. • Package of improvements to cycleways and footways to connect existing infrastructure, providing a traffic-free shared use route on the corridor from Hartlepool to Wynyard. 	
North-south connectivity A19 Corridor		
A19 New Tees Crossing further development work	The A19 is a key north-south corridor through the Tees Valley. The current Tees Crossing carries more than 100,000 vehicles per day and is a pinch-point, with delays	£15m

	<p>and queuing traffic common in peak periods. Analysis has demonstrated that the crossing is at capacity and there is a risk that it constrains growth without intervention.</p> <p>TVCA has been making the case to government for the A19 New Tees Crossing (NTC) for several years. TVCA first submitted an Outline Business Case (OBC) to government back in 2019 and has since submitted a multitude of additional information and evidence to support the case. In 2023, given the time that had elapsed since the first submission of the OBC, government asked National Highways, as the highway authority responsible for the Strategic Road Network (SRN), to update the OBC. TVCA inputted into this process and again stressed the importance of the project to the economic transformation of the region. Government is now in the process of developing their next Road Investment Strategy (RIS), which covers the period 2025-2030. The NTC is being considered as part of this process. However, there is limited funding available and many competing projects nationally, so the likelihood of securing any additional development funding is unknown.</p> <p>The current preferred option is to widen the existing Tees Viaduct structure to provide three southbound lanes throughout the length of the Viaduct, in addition to the provision of a new bridge crossing to carry local northbound traffic. However, in updating the OBC, National Highways has concluded that the current preferred option is too high risk for several reasons:</p> <ul style="list-style-type: none"> • Further analysis of the current structure has led National Highways to conclude that widening the existing structure is not feasible. • Technical design guidance has changed and the current preferred option is not consistent with this new guidance. <p>National Highways has therefore recommended that further work needs to be undertaken to consider alternative, lower risk options. Should a feasible, lower-risk option be identified, this has the potential to reduce the scheme cost and therefore the case for government investment to deliver the scheme should be stronger.</p> <p>Given the uncertainty around potentially securing additional government funding for further development work, the proposal is that TVCA get on and fund this work locally. Presuming a new preferred option could be agreed with National Highways, then the funding allocation would allow detailed design and a full business case to be developed. The development work would need to be</p>	
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	undertaken in full collaboration with National Highways, given their responsibility for the SRN.	
Contribution to deliver the A19 / Elwick Road / North Lane Junction and Elwick Road / Hartlepool Western Link Project	<p>This scheme will provide a new strategic route from Hartlepool to the A19, supporting growth ambitions in the Borough. The scheme will also relieve pressure on the existing A179 and A689 routes from Hartlepool to the A19.</p> <p>The project consists of the development of a by-pass for the village of Elwick and an overbridge and compact grade separation at the current Elwick North junction to the A19, which will improve the strategic and local road network. This will provide a third main route into Hartlepool, enabling the development of significant levels of new housing in the west of the Borough. It will also address capacity issues across the wider road network, and improve road safety through Elwick village and on the A19 in relation to the right turns across the expressway.</p> <p>TVCA has previously committed £4.2m to the project. The proposal is to make a further contribution of £5m, with the remainder of the cost to be funded by Hartlepool Borough Council, who is delivering the scheme.</p>	£5m
Eastern Tees crossing feasibility work	<p>Previous work has explored the concept of an additional crossing of the River Tees to the east of the existing structures, linking Hartlepool and Redcar. This work articulated the strategic case for an Eastern Tees Crossing (ETC), identified the potential economic benefits and explored the financial feasibility. A new ETC could join up industrial development land on either side of the River Tees, improving connectivity for key industrial sites and economic assets within the Tees Valley and supporting longer-term growth and regeneration plans.</p> <p>The ETC has the potential to significantly reduce north-south journey times and severance in the eastern area of the Tees Valley. It could support the productivity and expansion of priority industries in the region, such as advanced manufacturing and chemicals processing. An investment in the ETC could improve economic density and productivity in the eastern area of the Tees Valley, where these priority industries are expected to expand in future. This in turn could have wide spread impacts for residents through increased and higher-paid employment opportunities, and regeneration benefits for the local communities north and south of the Tees.</p> <p>However, the work to date acknowledges that an ETC is still at the concept stage. This next phase of feasibility work would culminate in a Strategic Outline Business Case (SOBC). The purpose of the SOBC is to set out the</p>	£1m

	strategic context of the scheme; make an initial recommended way forward for options appraisal, including consideration of a potential tunnel and bridge; and assess the affordability of the scheme.	
STP theme: Connecting Centres		
Delivery of a transformational digital technology package	<p>The ambition is to make the Tees Valley a leader in utilising digital technology to optimise the performance of the road network. The project will upgrade existing technology and deliver a step-change with the roll-out of new cutting-edge technology. It will represent a significant step towards the ambition set out in the Digital Strategy, previously agreed by Cabinet, for the Tees Valley to become the UK's first truly smart region by 2032.</p> <p>Middlesbrough Council currently act as the lead authority within the Tees Valley and provide a traffic signals service, including design, modelling, maintenance, installation/commissioning, and management and development of the Urban Traffic Management & Control (UTMC) system. TVCA is now proposing that it takes on responsibility for this service, which will require separate agreement between TVCA and each of the local authorities, to allow full control and oversight. This will enable the local authorities to achieve savings and secure the future resilience of this function.</p> <p>The investment will effectively enable:</p> <ul style="list-style-type: none"> • The UTMC system to be upgraded to the most cutting-edge technology currently available. • Deployment of a significant expansion of equipment across the road network, including traffic counters to classify vehicles, cyclists and pedestrians, Automatic Number Plate Recognition (ANPR) cameras, smart junction technology, Variable Message Signs, Artificial Intelligence (AI) CCTV cameras and air quality sensors. This will deliver a step-change in the amount of data captured. The new equipment will also communicate with the UTMC system in real-time, thereby reducing the current latency of data communication and identifying potential issues sooner. • Creation of a regional data platform to enable collaborative data sharing across multiple partners and facilitate joined-up strategic planning. <p>To further enhance the UTMC system, TVCA will use the latest innovation and bring together predictive and adaptive control of traffic signals. The technology will create what is referred to as a 'digital twin', which is a virtual representation of the road network that is updated from real-time data. This in turn will use and create</p>	£60m

	<p>strategies, using simulation, machine learning and reasoning to optimise how the road network is managed. Enhancing the efficiency of movements on the network will benefit all road users and freight. It will reduce journey times, improve journey time reliability, deliver road safety benefits and alleviate air quality issues.</p> <p>Traffic Signal obsolescence will also be addressed to ensure failing assets on the network are replaced with more efficient and lower energy equipment.</p> <p>There will be multiple benefits to the customer, including improved real-time traffic information, the implementation of real-time bus information, contactless tap on/tap off payments on all buses, better incident management, and dynamic live wayfinding to parking and electric vehicle charging facilities.</p> <p>The investment will also support the creation of the landscape needed to facilitate the roll-out of autonomous vehicles.</p>	
<p>Delivery of autonomous public transport</p>	<p><u>Autonomous trackless trams in town centres</u></p> <p>The Digital Strategy identifies that a key component of a smart region is a smart transport system, which enables more people to move around, more quickly. This project will see the introduction of 15 autonomous trackless trams, three in each of the five town centres of Darlington, Hartlepool, Middlesbrough, Stockton and Redcar. There is also a need to implement associated digital infrastructure to enable the trams to operate. It is envisaged that the trackless trams will provide a circular hop on, hop off service to key destinations around each of the town centres. The exact routes will need to be determined as part of the project development. The project will deploy proven, electric, autonomous vehicles that can operate safely on the highway network. The vehicles are not fixed to set physical infrastructure and services can be adapted or temporarily relocated for events and seasonal tourism purposes if, and when required.</p> <p>Trialling any level of automated vehicle technology is possible on any UK road if carried out in line with UK law. As part of complying with the current law, trialling organisations will need to ensure that they have:</p> <ul style="list-style-type: none"> • a driver or operator, in or out of the vehicle, who is ready, able, and willing to resume control of the vehicle • a roadworthy vehicle • appropriate insurance in place 	<p>£20m</p>

	<p>This project will align with the government's ambition to support and facilitate the safe development and introduction of these technologies to the UK's roads.</p> <p>The project will need to be developed in collaboration with the local authorities and the Centre for Connected and Autonomous Vehicles (CCAV), which TVCA already has a good working relationship with.</p> <p><u>Autonomous shuttle service for Teesworks and Teesside International Airport</u></p> <p>This project will utilise a similar concept to the autonomous trackless tram project. It will provide a shuttle service for staff and visitors to the Teesworks site. Smaller autonomous pods will be deployed to move people from the park and ride site and railway station to locations across the Teesworks site. Similarly pods will move people around the airport site, connecting the rail station to the airport terminal and other locations across the airport site.</p>	
Improved rail services through rail devolution		
Develop rail devolution proposition to government	<p>There is an opportunity to make better use of the existing Tees Valley rail network. The current TCF/CRSTS1 investment programme is creating more capacity in the network, improving station facilities and better connecting stations with communities. The next logical step is to enhance the service offer to communities so that rail travel becomes more attractive. There is a demonstrable latent demand with around 45% of households in the Tees Valley within walking distance of a rail station. Therefore it is felt that enhancing the service offer has the potential to achieve significant modal shift.</p> <p>There are multiple factors that need to be considered in terms of enhancing the service offer, for example rolling stock (type/quality of trains), service frequency, service stopping patterns, fare structure and parking provision at stations.</p> <p>The Government has set out plans to create Great British Railways. This will be a new public body that will run and plan the rail network, own the infrastructure, and receive the fare revenue. It will procure passenger services and set most fares and timetables. This will bring the whole system under single, national leadership.</p> <p>The Government also has ambitions for rail devolution, which TVCA believes provides an opportunity to radically transform rail services in a way that supports economic growth at the same time as improving the journey experience for passengers. In theory rail devolution</p>	£5m

	<p>should be simpler in the Tees Valley, as Northern, who provide local services in the Tees Valley, operate a relatively self-contained network across the Tees Valley and North East.</p> <p>It is felt that there is an opportunity for TVCA to pitch the Tees Valley as a frontrunner for rail devolution. However, this requires the development of a proposition, which articulates the case for change, sets out how rail devolution could work in the Tees Valley and provides a detailed financial assessment/commercial model. The proposal is therefore to allocate funding to complete this work, which can then be used to engage with Great British Railways and Government.</p>	
Local rail journeys		
<p>Deliver infrastructure to enable direct trains between Darlington and Hartlepool</p>	<p>Currently there are no regular direct rail services between Darlington and Hartlepool, which is a significant gap in connectivity between two key urban centres. It acts as a barrier to people seeking to access employment opportunities, including the Economic Campus, Central Park and other key sites in Darlington, and the Hartlepool Development Corporation, Tees Valley Investment Zone and other key sites in Hartlepool.</p> <p>Initial capacity work carried out by Network Rail as part of the development of the Darlington Station project identified the need for infrastructure upgrades to create the capacity for this service to be introduced. Further development work is needed to identify the specific infrastructure requirements to enable this service to be introduced. This will align with the improvements already committed at Darlington and Hartlepool Stations.</p> <p>The work will also need to demonstrate the viability of running the new service, which will require engagement with Northern and the DfT (potentially Great British Railways in the future). This will need to be developed alongside the rail devolution proposition.</p>	£40m
<p>Deliver the redevelopment of Teesside International Airport Station</p>	<p>The station at Teesside International Airport has been in poor condition for several years, due to the lack of investment by the previous owners. This has led to the downgrading of services to the current parliamentary 1 train per week, which has also had to be temporarily withdrawn due to safety concerns about the current condition of the platform. In response to the poor condition of the station, the unused platform and footbridge is being demolished to ensure the safety of passing trains. The remaining platform is to be repaired and the 1 train per week service reintroduced.</p>	£20m

	<p>The service frequency cannot be increased at Teesside International Airport Station until work to address the capacity constraints at Darlington and Middlesbrough stations is complete.</p> <p>Early-stage feasibility work has already been carried out and has identified a preferred option of redeveloping the station on the existing site. This work needs to be re-validated to ensure that it remains the preferred option and aligns with the Airport master plan.</p> <p>The project would deliver a new station, compliant with current standards, including step-free access to each platform. The project will also need to consider onwards access to the key trip generators on the site, including the Airport terminal and key employment locations (links to the delivery of the autonomous shuttle service project).</p>	
<p>Deliver South Bank Station Transport Hub</p>	<p>South Bank station is strategically important, located at the western edge of the Teesworks site. The station is served by trains between Saltburn <-> Bishop Auckland, providing 1 train per hour in each direction, and the current Saltburn <-> Darlington service passes through without stopping.</p> <p>There is a need to improve access for all users at South Bank Station. Currently access to the east-bound platform is via a footbridge and a flight of stairs, which acts as a barrier to potential station users. However, there are several constraints at this location resulting from the station platforms being situated in a narrow space in the middle of the passenger and freight lines.</p> <p>As well as serving the station, the footbridge also provides access over the railway line and will become an important strategic link between the residential community of South Bank and significant employment opportunities in the vicinity. The footbridge is currently in a poor state of repair and needs replacing.</p> <p>Initial feasibility work has taken place and an outline scheme developed. The scheme requires track realignment and signalling adjustments to create a larger footprint for a new widened station platform. This will allow a new fully accessible footbridge with lifts or ramps to be built.</p> <p>As part of the station redevelopment, the project will create a transport hub, including a park and ride facility and highway improvements. This hub will serve the significant employment opportunities in the vicinity of the station.</p>	<p>£40m</p>

<p>Middlesbrough to Nunthorpe rail enhancements feasibility study</p>	<p>Initial feasibility work for the development of a Nunthorpe Parkway Station is being carried out by Redcar and Cleveland Borough Council (RCBC) using money secured from the second round of the Levelling Up Fund. However, a constraint to the viability of this proposal is the potential service frequency which can operate to/from the station.</p> <p>This funding allocation will enable the initial feasibility work being carried out by RCBC to be further developed into an Outline Business Case for enhancements to the whole route. Currently, services are approximately hourly between Middlesbrough and Nunthorpe, with several of the services continuing to Whitby. The aspiration is for this to increase to 2 trains per hour, but as this is currently a single-line, used by trains in both directions, infrastructure upgrades will be needed to enable services to pass each other on the journey to / from Middlesbrough.</p> <p>The work will also need to demonstrate the viability of running a new service, which will require engagement with Northern and the DfT (potentially Great British Railways in the future). This will need to be developed alongside the rail devolution proposition.</p>	<p>£1m</p>
<p>East Cleveland rail feasibility study</p>	<p>There have been previous high-level feasibility studies on the potential to reinstate passenger train services on the Saltburn to Boulby freight line in East Cleveland. However, these studies have been desktop in nature and it needs to be recognised that reinstating passenger services on this line is still only at a concept stage.</p> <p>The rail line is currently only used by freight traffic servicing the British Steel Special Profiles Facility at Skinningrove and the Cleveland Potash, Boulby Mine site. Between Saltburn and Skinningrove the line is owned and maintained by Network Rail, but beyond this the line is owned by Cleveland Potash, who effectively act as the infrastructure manager. In order to develop this proposal TVCA is of the view that there are various issues/challenges that require much more detailed consideration:</p> <ul style="list-style-type: none"> • Assessment of the existing infrastructure and the upgrades to this infrastructure that would be required to operate passenger services. • The feasibility of creating rail stations on the line. • The assumptions around cost are very high level and therefore come with a high degree of risk and uncertainty. • The need to balance existing and future freight requirements against potential passenger services. 	<p>£1m</p>

	<ul style="list-style-type: none"> • Robust assessment of demand, both now and in the future, which is critical to the viability of running passenger services. <p>This more detailed feasibility study would address these issues and focus on two key elements:</p> <ul style="list-style-type: none"> • Review the strategic case for the project, including potential future demand, which is fundamental to the viability of extending rail services into East Cleveland. • Define the infrastructure requirements, including what interventions would be required to the track and signalling, identifying potential station locations, and providing a cost estimate for the project. <p>The feasibility study would culminate in a Strategic Outline Business Case.</p>	
STP theme: Unlocking Key Sites		
<p>Deliver Stockton Care and Health Innovation Zone Package</p>	<p>Stockton-on-Tees Borough Council is working in partnership with TVCA, the NHS, Teesside University and other partners on proposals to develop a Care and Health Innovation Zone in Stockton. The vision sets out proposals to create a nationally significant cluster of social care and health provision at Teesdale Business Park and the nearby Tees Marshalling Yards. Part of the Tees Marshalling Yards remains in use as an operational railway asset and will continue to be needed into the future, but a large amount is under-utilised or disused, creating an opportunity to consolidate the operational requirements and redevelop the remaining brownfield site.</p> <p>The vision is to transform the Teesdale Business Park / Tees Marshalling Yards area, developing the 110-hectare brownfield site into a home for social care and health services, sector-specific businesses, research, teaching and learning facilities, and housing to meet local needs.</p> <p>A masterplan is currently being developed, but previous studies have identified the need for investment in the transport infrastructure to unlock the Tees Marshalling Yards and ensure that the site is well-connected by public transport and active travel. The masterplan work will define these requirements and further work will be needed to develop the package of interventions. At this stage of development it is envisaged that a new transport hub, including a rail station, will be created within the Tees Marshalling Yards that could serve both the Care and Health Innovation Zone and Teesside Park. There is a £140m allocation to this element of the package.</p>	<p>£150m</p>

	<p>There is also £10m within the funding allocation to deliver smaller-scale improvements to Thornaby Station, to create a multi-modal hub and better connect the station with the surrounding area. The development work will also need to consider how a new transport hub within the Tees Marshalling Yards works with Thornaby Station, particularly around rail service stopping patterns.</p>	
<p>Deliver Lackenby Transport Hub/Lorry Park</p>	<p>British Steel is proposing to make a significant investment to install an Electric Arc Furnace at its site in Lackenby, which will use greener technology to melt scrap and produce new steel. The scrap metal will be brought to the site in lorries.</p> <p>This funding will deliver a new Transport Hub/Lorry Park and associated highway works to provide a new access off the A66/Tees Dock Roundabout.</p> <p>The Transport Hub/Lorry Park will be utilised in several ways: as a holding area for British Steel's scrap delivery lorries for the proposed Electric Arc Furnace; to serve other vehicle movements to/from the Freeport; and as a general stopover facility.</p>	<p>£20m</p>
<p>Improving freight access to the rail network</p>	<p>With the recent Government announcement of a target to grow rail freight by at least 75% by 2050, it is proposed to allocate funding to support this target given the importance of the transport and logistics sector to the Tees Valley economy.</p> <p>A funding contribution from CRSTS1 is committed to gauge clearance work on the Northallerton to Eaglescliffe line, which involves infrastructure improvements at four locations to either lower the track or rebuild the bridges and tunnels. This will enable the largest shipping containers to travel via the most direct and efficient route from Teesside towards the south and has a strong value for money case, recognising that modal shift is predicted. Additional government Rail Network Enhancements Pipeline (RNEP) funding will be sought to deliver the scheme.</p> <p>This funding allocation will enable further work to be commissioned to explore opportunities in and around the existing rail network to identify any improvements that are needed to support rail freight growth. This could include looking at:</p> <ul style="list-style-type: none"> • Supporting further infrastructure upgrades on the network that will remove constraints and improve freight efficiency. • Opportunities to reinstate / introduce new infrastructure that removes barriers to the use of rail freight at key locations. 	<p>£35m</p>

	The funding allocation will enable a package of improvements to be delivered, subject to the outcome of the further development work.	
STP theme: Local Journeys		
Bringing the Tees Transporter Bridge back into operation	The Tees Transporter Bridge is Grade II* listed with Historic England and was opened in 1911. It provides a link between Port Clarence in Stockton-on-Tees and Middlehaven in Middlesbrough and is the furthest downstream bridge crossing over the River Tees. However, it has been closed since 2019 due to safety concerns. The bridge has three spans and supports a gondola, which is intended to carry vehicles and pedestrians connecting A178 Port Clarence Road to Ferry Road. A package of interventions will be required to bring the bridge back to full operational capacity.	£30m
Redevelop Middlesbrough Bus Station	<p>Opened in 1982, Middlesbrough bus station is a core interchange facility located in a central position for the town. It is the base for multiple core services that provide vital connectivity across the Tees Valley region and to wider areas of North Yorkshire and the North East.</p> <p>The bus station currently has 21 stands for local bus services, with additional stands located on the upper floor for regional and national coach services.</p> <p>Given the age of the facility, there is a need for redevelopment to complement other regeneration activity across the town centre. This project will deliver a modern, fit-for-purpose, bus station that provides an appropriate gateway to Middlesbrough, which meets the needs of bus operators and the expectations of passengers / customers. There will be a need to develop the bus station design and ensure it complements the wider regeneration of Middlesbrough.</p>	£15m
Package to deliver improvements to local journeys to access employment, education and training	<p>This package is focussed on improving local short journeys. It will build upon the current CRSTS1 investment programme, with a focus on key corridors, providing access to town centres, major investment/regeneration sites, major employment sites, and university, college and school sites, across the Tees Valley.</p> <p>The types of interventions that will be delivered through this package include:</p> <ul style="list-style-type: none"> • Walking, wheeling and cycling improvements targeted at encouraging people to use active travel modes for shorter-trips. • Highway schemes to benefit all road users and address issues where buses are being delayed. 	£45m

	<p>The focus of this investment will be on accessibility to:</p> <ul style="list-style-type: none"> • town centres to support other regeneration projects (Billingham, Darlington, Guisborough, Hartlepool, Middlesbrough, Redcar, Stockton, Thornaby and Yarm); • major investment / regeneration sites, including Darlington Economic Campus, Hartlepool Development Corporation (Queen's Meadow / Oakesway Business Park), Teesside International Airport and Teesworks; • major employment locations; and • university, college and school sites. <p>Significant development work has been undertaken as part of CRSTS1 to develop a long-term pipeline of projects that will need to be considered as part of the package development.</p>	
Feasibility study to investigate addressing level crossing issue on West Dyke Road, Redcar	<p>Although there are several access routes over the railway line into Redcar Town Centre, West Dyke Road forms the main access. With an increase in the number of rail services to or beyond Redcar, the level crossing adjacent to Redcar Central Station is becoming a key constraint. The increased amount of barrier down time is disrupting the traffic flow through the town for motorists and causing performance and reliability issues for bus services.</p> <p>This feasibility work will consider whether there is an alternative to the current level crossing, including exploring whether a bridge can be built at West Dyke Road or at any alternative locations along the line.</p>	£1m
Local Highway Authority Consolidated Funding	<p>A five-year allocation of funding for each of the five local highway authorities at the same level as included in the CRSTS1 programme. However, when combined with the recently announced additional local highways maintenance funding of a minimum of £100.1m over the period 2023/24 – 2033/34, this represents a significant increase in the local highway authority consolidated funding allocation. The funding will be allocated using the formula set out in the TVCA constitution. All expenditure will need to comply with any requirements from the DfT.</p>	£83m
STP theme: Delivering Social Equity and Protecting the Environment		
Implementing solutions to overcome barriers to employment	<p>The current Wheels to Work scheme expires in 2023. The scheme provides a subsidised transport solution for people seeking to access employment or training, where transport is a barrier. The scheme has been successful and there have been many beneficiaries. However, two of the barriers that have been identified as the scheme has evolved in terms of people accessing it are:</p>	£10m

	<ul style="list-style-type: none"> • it only offers e-motorbikes or e-bikes and not cars; and • it is provided by a third party and isn't directly linked to employers. <p>TVCA is therefore proposing to develop a new scheme that provides subsidised access to cars and is linked to employers. It is proposed that the scheme is developed alongside the Business Board to ensure it meets employers needs and becomes embedded in the business community. In developing the scheme, TVCA will need to consider the financial model, which may involve combining TVCA funding with contributions from the business community.</p> <p>Furthermore, TVCA is also exploring the potential to partner with a mobility provider to implement a personalised, on-demand, affordable mobility solution. It is envisaged that this solution is targeted at specific cohorts where transport is a barrier to accessing the labour market.</p> <p>The funding allocation will enable these proposed interventions to be developed and implemented.</p>	
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FINANCIAL IMPLICATIONS

13. The government published CRSTS2 indicative allocation for TVCA is £978m. The funding is notionally allocated for the period 2027/28 to 2031/32, but government has said that there will be an opportunity for some of this funding to be brought forward into the last 2 years of CRSTS1 (2025/26 and 2026/27).
14. The proposed CRSTS2 programme is currently estimated at £1bn. The funding allocations for each project are based on the information currently available. A risk allowance has been included for each project, appropriate to the current stage of project development. As projects progress, further refinement of costs will be undertaken to ensure expenditure is managed within the overall £978m budget. At this stage the small level of over-programming (£22m or 2.2%) is considered reasonable. Should it transpire that a project is not affordable within the funding allocation, then this will be reported to Cabinet with options for consideration. This could comprise a range of options, including looking at alternative delivery options or re-allocating funding to other priorities.
15. The £978m includes a split of capital and revenue, with the exact split to be confirmed by Government. Most projects in the proposed CRSTS2 programme are capital, but there are some that will require revenue funding and some capital investments that will require on-going revenue support.
16. As the CRSTS2 programme progresses, there will be a need to develop project spend profiles. The spend profile will need to be managed at a programme level to ensure delivery within the funding period. Government has previously been flexible with spend between financial years,

which will enable adjustments to be made should the spend profile change over the funding period.

17. One of the most significant risks is the lead time and level of work required to develop the £1bn programme, so that delivery can commence in the coming years. TVCA is therefore proposing to commit development funding to progress the programme. It is envisaged that this will ultimately be funded from the £978m CRSTS2 allocation, but in the meantime it is proposed to cash flow development work using the confirmed CRSTS1 funding, which has been discussed with the DfT. This will require a re-profiling of expenditure between now and March 2027, but will have no overall impact on the delivery of the schemes already identified in the CRSTS1 programme. There may also be a need to consider the re-profiling of project delivery across the two funding periods (2024/25 to 2031/32).
18. As part of the project business case development work, TVCA will consider if there are any further grant funding opportunities, the potential for developer contributions, or commercial opportunities that could leverage private sector investment. Should additional funding be leveraged on any project, then an element of the CRSTS2 capital could be freed up for other projects.

LEGAL IMPLICATIONS

19. There are not considered to be any legal implications arising from the recommendations in this report. However, there are very likely to be legal implications for individual projects and appropriate legal advice will be sought as required.
20. TVCA is the statutory Local Transport Authority, but will need to work closely with partners to ensure delivery of the CRSTS2 programme, including:
 - The five Tees Valley local highway authorities, where a project relates to the local highway network.
 - National Highways where a project relates to the Strategic Road Network.
 - Network Rail (and in the future Great British Railways) where a project is rail related.
21. Appropriate project governance arrangements will be established involving the relevant local authorities and other stakeholders, building on the existing arrangements for major transport projects.
22. The CRSTS2 programme will be delivered in accordance with the Tees Valley Assurance Framework and projects will be subject to the established decision-making processes and governance arrangements.
23. All procurements will be undertaken in accordance with the Contract Procedure Rules and Public Contracts Regulations 2015. Officers will ensure that all procurement activity maximises social value benefits, including encouraging use of the local supply chain and creating local employment opportunities.

RISK ASSESSMENT

24. The risks associated with the delivery of the CRSTS2 programme are significant for the reasons outlined in paragraph 8.

25. TVCA is already taking steps to mitigate these risks, including increasing the level of resource to ensure delivery. Approval of the programme will enable TVCA to demonstrate to government that it has agreement on the strategic priorities and a sound delivery plan. It will also enable development work to commence.
26. A risk allowance has been included in the funding allocation for each project, appropriate to the current stage of project development.
27. As each project develops, a detailed risk register will be produced, which will be used as a management tool to ensure risks are properly managed. This will be considered as part of the assurance process and managed as projects pass through investment gateways at key stages of project development, in accordance with the Assurance Framework.
28. At this stage and given the mitigations already being implemented, the proposed CRSTS2 programme is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk. However, this will need to be monitored very closely at a programme level to ensure effective delivery.

CONSULTATION & COMMUNICATION

29. There has been engagement with all local authorities throughout the process, including Chief Executives, Management Group, Transport Advisory Group and a dedicated workshop.
30. There is a Transport Committee meeting on the 23rd January 2024 where the proposed CRSTS2 programme will be on the agenda.
31. There has been dialogue with the Business Board in developing the proposed CRSTS2 programme.

EQUALITY & DIVERSITY

32. Two of the high level STP outcomes, which the CRSTS2 programme has been designed to deliver on, relate to equality and diversity:
 - Improve access for those with physical disabilities, mental health conditions, learning difficulties and those with sensory impairment.
 - Improve equality of opportunity for remote and deprived communities and enhance health and wellbeing.
33. As each project is developed, the equality impacts will be fully considered through Equality Impact Assessments and appropriate mitigations will be implemented.
34. TVCA is already effectively applying this approach in delivering the current transport programme, including engagement with local and national bodies representing the different protected characteristics.

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