



## Tees Valley Combined Authority Transport Committee

**Date:** Tuesday, 28 May 2024 at 2.00pm

**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

<b>1.</b>	<b>Apologies for Absence</b>
	To receive any apologies for absence.
<b>2.</b>	<b>Declarations of Interest</b>
	To receive any declarations of interest.
<b>3.</b>	<b>Minutes</b>
	To confirm as a correct record the minutes of the meeting held on 23 January 2024.
<b>4.</b>	<b>Tees Valley Bus Service Improvement Plan Review</b>
	To receive and consider a report from the Director of Infrastructure presenting a review of the Bus Service Improvement Plan.
<b>5.</b>	<b>Tees Valley Timetable Updates, Bus Shelter Upgrades and Real Time Information</b>
	To receive and consider a report from the Director of Infrastructure presenting an update on Bus information, the Bus Funding Strategy, and Real Time Information.
<b>6.</b>	<b>Tees Valley Local Bus Service Performance</b>
	To receive and consider a report from the Director of Infrastructure presenting an update on the Bus Operator Performance.



## Tees Valley Combined Authority Transport Committee

<b>7.</b>	<b>Integrated Transport Programme Update</b>
	To receive and consider a report from the Director of Infrastructure presenting an update on the Capital Investment Transport Programme in relation to the City Region Sustainable Transport Settlement Rounds 1 and 2, and the recent transport funding awards received by the Tees Valley Combined Authority.
<b>8.</b>	<b>Tees Valley U21 Bus Fare Offer</b>
	To receive and consider a report from the Director of Infrastructure presenting an update on the recently announced under 21 fares offer
<b>9.</b>	<b>Overview and Scrutiny Committee: Buses Sub-Committee Report</b>
	To receive the Overview and Scrutiny Sub-Committee Review of Buses and to consider the recommendations endorsed by TVCA Cabinet on 15 March 2024.
<b>10.</b>	<b>Date and Time of Next Meeting</b>
	Future meeting dates in 2024/25 are to be confirmed following the Tees Valley Combined Authority Cabinet AGM on 27 June 2024).



## 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 Tees Valley Business Board 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 23<sup>rd</sup> January 2024

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

<b>Attendees</b>
<b>Members</b>
Councillor Stephen Harker - Chair (Leader of Darlington Borough Council)
Councillor Libby McCollom (Darlington Borough Council)
Councillor Sue Little (Hartlepool Borough Council)
Councillor Theo Furness (Middlesbrough Council)
Councillor Carl Quartermain (Redcar and Cleveland Borough Council)
Councillor Clare Gamble (Stockton Borough Council)
<b>Apologies for Absence</b>
None
<b>Officers</b>
Tom Bryant - TVCA
Alan Weston – TVCA
Guy Close - TVCA
Sally Henry - TVCA
Emily Campbell - TVCA
Dave Winstanley - Darlington Borough Council
Ant Hewitt – Darlington Borough Council
Kieron Bostock – Hartlepool Borough Council
Craig Cowley – Middlesbrough Council
Ross Asadi – Redcar & Cleveland Borough Council
Andy Corcoran – Stockton Borough Council
Kim Cain - Arriva
Steve Walker - Stagecoach

	<p><b>APOLOGIES FOR ABSENCE</b></p> <p>The Chair welcomed everyone to the meeting and thanked members and officers for their attendance.</p> <p>There were no apologies for absence.</p>
	<p><b>DECLARATIONS OF INTEREST</b></p> <p>Councillor Little declared an interest in her capacity as a transport manager at her husband's transport company.</p>
TC08/2023	<p><b>MINUTES OF PREVIOUS MEETING &amp; MATTERS ARISING</b></p> <p>The minutes of the Transport Committee held on 17<sup>th</sup> October were agreed as an accurate record.</p> <p><b>Matters arising:-</b></p> <p>Page 5 – Transport Committee members will be invited to attend meetings with officers for a briefing as and when required. This is to be agreed at an individual local authority level.</p> <p>Page 7 The Electric Vehicle Delivery Plan is in the final stages of drafting so will be circulated to members once finalised.</p> <p><b>RESOLVED THAT:-</b></p> <p>The minutes of the Transport Committee held on 17<sup>th</sup> October 2023 were agreed as an accurate record.</p>
TC09/2023	<p><b>OPERATOR UPDATE</b></p> <p>The Transport Committee received a presentation from Arriva &amp; Stagecoach.</p> <p>Kim Cain advised Committee members that some Arriva services</p>

were no longer sustainable and had to be withdrawn in summer 2023. However, patronage across the network continues to grow confirming that the services that were withdrawn were not well used. She advised members that Arriva's plan is to ensure a sustainable network. She further advised that currently driver recruitment is not an issue.

Steve Walker advised Committee members that Stagecoach operate in predominantly urban areas so while some changes have had to be made, they are minimal, and the network has been largely protected. Whilst the industry has struggled with a lack of drivers, the drivers at the Stagecoach Stockton depot have worked overtime, which has assisted with any service issues. Cancellations and delays on Stagecoach services have largely been because of congestion.

Transport Committee members were invited to comment and ask questions and these can be summarised as follows:-

*Why has patronage not reached pre-pandemic numbers?*

Members were advised that Covid has changed travel patterns as more people work from home and more people shop on-line rather than travel to town centres and supermarkets. As a result there has been a change in peak travel times and an increase in leisure travel. Furthermore, there has been an increase in young people travelling on bus. The patronage trend in the Tees Valley is consistent with the national picture. The £2 fare cap has had a limited impact on patronage increase. It was noted that similar trends are being seen with train travel.

Members were advised that the pandemic further encouraged operators to work more closely with each other to ensure a co-ordinated approach.

*Do operators do studies to show how buses allow passengers to access employment in places like Teesworks and Teesside Park?*

The operators do engage with large employers and communities and are willing to engage further. Teesside Park was cited as an example of where the operators have agreed to put on additional services on a commercial basis following engagement. The operators emphasised that they would always encourage businesses to speak to them.

*Do you receive complaints from users about buses running late, not turning up or even leaving earlier than they are meant to and, if so, how do you use that information?*

The operators stated that there is no excuse for a bus leaving early unless it is not possible to stop at a particular bus stop due to congestion or anti-



	<p>social behaviour at the stop. Diversions on the highway hamper bus punctuality and where this is an issue, operators will amend the timetable.</p> <p>Kim Cain advised members that Arriva services operate using timing points. There are officially registered stops along the route (highlighted in bold on timetables) at no more than 15 minute intervals for which buses are not able to leave early from. All other stops along the service are estimations. All Arriva complaints are dealt with by their customer services team. If a last bus fails to turn up, a passenger can get a taxi, keep the receipt and the cost will be reimbursed by the operator.</p> <p>The Committee thanked Kim and Steve for attending the meeting and for providing the useful update.</p> <p><b>RESOLVED THAT:-</b> Transport Committee noted the update.</p>
TC10/2023	<p><b>BUS SERVICE STANDARDS, COMPLAINTS PROCESS AND OPERATOR PERFORMANCE</b></p> <p>The Transport Committee received a report which provided an update on :-</p> <ul style="list-style-type: none"> <li>• Local bus service standards and process for complaining about a service.</li> <li>• Tees Valley local bus service performance.</li> <li>• Tees Flex operational data</li> </ul> <p><b>RESOLVED THAT:-</b> Transport Committee noted the content of the report.</p>
TC11/2023	<p><b>BUS SERVICE IMPROVEMENT PLAN (BSIP / BSIP+) FUNDING</b></p> <p>The Committee were provided an update on Bus Service Improvement Plan (BSIP)+ and BSIP funding.</p> <p><b>RESOLVED THAT:-</b> Transport Committee noted the update.</p>
TC12/2023	<p><b>IMPROVING BUS SHELTERS, AT-STOP INFORMATION AND REAL TIME PASSENGER INFORMATION</b></p> <p>The Committee were provided an overview of:</p> <ul style="list-style-type: none"> <li>• the role of the Connect Tees Valley Team;</li> <li>• proposals to enhance the customer experience for bus users, including: <ul style="list-style-type: none"> <li>○ planned improvements to the bus shelters across the Tees Valley</li> <li>○ planned improvements to the provision of at-stop timetables and information</li> </ul> </li> </ul>

- planned upgrades to the Real Time Passenger Information (RTPI) systems
- a funding strategy to support delivery.

Transport Committee members were invited to comment and ask questions and these can be summarised as follows:-

*We need to see a better standard of bus shelter – cleaner and maintained regularly. An audit of all shelters should be conducted at the start of every year in order to better manage their maintenance.*

The Committee were advised that this will take place for the shelters included in the Clear Channel contract, with a programme of interventions to be developed following the audit. This will be delivered by Clear Channel as part of the contract. Further work is needed to consider a strategy for the local authority owned bus shelters. However, it was highlighted that there are revenue pressures on both local authorities and TVCA.

*We need something in place if a shelter is reported as needing cleaning immediately.*

This issue was noted and members should continue to report into the usual channels for now.

*I would like it recording that Hartlepool would like any additional funding to be maintained by Hartlepool Borough Council.*

*Does the QR Code on the proposed bus stop information template feed into the live timetable? If so it would be good to have the same branding and App across the full Tees Valley.*

Yes, it feeds into the live timetable and we will look to maximise the amount of digital information provided.

Officers noted that the proposal to improve at stop information and implement a Tees Valley wide process could be implemented using BSIP+ funding. However, TVCA does not have a sustainable long-term revenue stream.

TVCA officers highlighted that the revenue generated by the Clear Channel Contract could provide an opportunity to fund at stop information and other bus related activity in the longer term. However, it was recognised that each

	<p>local authority needed to consider this proposal individually before Transport Committee could consider a way forward.</p> <p><b>RESOLVED THAT</b> the Transport Committee:</p> <ol style="list-style-type: none"> <li>i. Noted the content of the report, including the proposals to: <ul style="list-style-type: none"> <li>• replace or refurbish bus shelters at 411 sites through a new commercial concession contract with Clear Channel;</li> <li>• investigate a mechanism and funding strategy to improve and maintain the local authority owned bus shelters;</li> <li>• put in place a new Tees Valley wide process for the production, printing and installation of at-stop information, noting BSIP+ only provides a short-term revenue stream;</li> <li>• deliver improvements to the Real Time Passenger Information system to be rolled out from January 2025</li> </ul> </li> <li>ii. Agreed that each local authority will consider the proposed funding strategy, specifically the use of the revenue from the bus shelter concession contract, to enable a further discussion at Transport Committee on next steps.</li> </ol>
TC13/2023	<p><b>BUS FRANCHISING</b></p> <p>Committee members were provided with a briefing note, which outlined what bus franchising is, what is needed to achieve franchising, as well as a comparison of the franchising and Enhanced Partnership Model.</p> <p>Members were advised that franchising gives a Local Transport Authority control, but with it comes significant financial risk. The statutory process to implement franchising is lengthy and costly. The limited competition in the Tees Valley bus market was also highlighted as a risk.</p> <p>There were no comments or questions.</p> <p><b>RESOLVED THAT:-</b> The Committee noted the content of the report.</p>
TC14/2023	<p><b>TRANSPORT CAPITAL INVESTMENT PROGRAMME – PROGRESS REPORT</b></p> <p>Committee were provided with 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</p>

	<p>Transport Settlement (CRSTS1), together with funding secured through competitive bidding.</p> <p>Members were invited to ask questions or comment.</p> <p><i>Are there any timescales for the Electric Vehicle Programme Phase 2?</i></p> <p>TVCA is currently in a live bidding process to secure additional funding that would enable the phase 2 roll-out to commence. There is currently no timescale for a decision.</p> <p><b>RESOLVED THAT:-</b></p> <ul style="list-style-type: none"> <li>The Committee noted the content of the report and will continue to work closely with TVCA to ensure delivery of the programme within the required timeframes of the different funding streams.</li> </ul>
TC15/2023	<p><b>CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT ROUND 2 (CRSTS2)</b></p> <p>The Transport Committee were provided with a report which will be presented to TVCA's Cabinet and sets out the proposed transport programme to be delivered with the second round City Region Sustainable Transport Settlement (CRSTS2) published indicative allocation of £978m.</p> <p>The Committee were advised 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.</p> <p>The Committee were also advised that Cllr Harker will make a verbal representation at TVCA's Cabinet on the 26<sup>th</sup> January where he can report on the views of the Committee.</p> <p>Members were invited to ask questions or comment.</p> <p><i>Can the Committee be assured that Local Authorities are not going to need to match fund any of the projects?</i></p>

	<p>TVCA recognises the financial position of the constituent authorities and there is no expectation that Local Authorities will need to provide match funding for any of the projects. Also, this does not preclude us from bidding for other competitive funding streams and we will continue to seek to secure additional funding.</p> <p><i>The Transport Committee have not had the opportunity to make any meaningful input into the programme. While I appreciate we are not a decision making committee we would like to have had the opportunity to contribute further.</i></p> <p><i>The money is welcome in this area. Let's hope this leads to a transformational change for the Tees Valley. I look forwards to working together to deliver the schemes as they come forwards.</i></p> <p><i>I have concerns surrounding the governance of the programme and also I am uncertain how the programme has been developed in advance of receiving final guidance from Government.</i></p> <p>A Strategic Transport Plan was agreed by Cabinet in 2020 and this provides the framework for all transport investment. The evidence base has been reviewed and independently challenged, which should provide assurance that the programme is addressing the right challenges. A workshop was held in December where officers had an opportunity to feed into the programme.</p> <p>When we received the CRSTS1 allocation there were very stringent conditions on how it could be spent. As a result, The Mayor has had conversations with Government ministers about not having nationally imposed guidance for the second round of CRSTS2.</p> <p>If any project within the programme is not deliverable for any reason then it would be brought back to Cabinet. It is the intention that Cabinet will receive regular updates on the progress of the programme.</p> <p><i>I was disappointed that Portrack Relief Road was not included in the programme. I would like to see a commitment to that.</i></p> <p>The Portrack Relief Road scheme is well developed. The proposed funding allocation in the Cabinet report is to develop the A19 New Tees Crossing scheme. However, at the point when a delivery strategy is being considered, then consideration can also be given to the potential delivery of Portrack Relief Road.</p> <p><i>With inflation, are all these projects deliverable? And can they be delivered in the timeframe?</i></p>
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	<p>The budget estimates are considered robust and include appropriate allowances for risk and inflation. So, at this stage the risk has been mitigated, but this will need to be closely monitored as the programme develops. If Cabinet agrees the programme, then it will give us the best chance of delivering the programme given the lead time for project development, particularly for the bigger schemes.</p> <p><i>I would have liked to see the Local Authority Highways Funding higher as it represents a cut to the budget for highway improvements. It also doesn't provide long-term funding certainty.</i></p> <p>TVCA officers responded that the working assumption is that the combined CRSTS2 and maintenance funding will provide the local authorities with a significant uplift in budget through to 2031/32. Furthermore, the CRSTS2 local authority allocation is flexible so can be spent on maintenance or improvements.</p> <p><i>What is the capital revenue split?</i></p> <p>The split is to be agreed with government, but it is expected to be weighted to capital. This will be a key element of project development, which should enable us to enter negotiations with government with a robust understanding of capital/revenue requirements.</p> <p><i>Where will the local contribution come from?</i></p> <p>We need to understand the expectation from government. In CRSTS1 government has been flexible and the match funding has largely been secured from complementary developer contributions.</p> <p><i>I note TVCA is increasing the level of staffing resource. Will funding be available to support local authority resource?</i></p> <p>This will depend on the delivery strategy for each project. If a local authority leads/supports delivery of a project, then TVCA is willing to have a discussion around this as is the case on existing projects.</p> <p><i>The report references using CRSTS1 funding to cash-flow development. Which projects will be affected?</i></p> <p>All projects in the CRSTS1 programme will still be delivered. Further work is needed as the delivery programme for CRSTS1 becomes clearer to balance expenditure on delivery of the CRSTS1 programme with development of the CRSTS2 programme. Ultimately development costs will be charged to the CRSTS2 budget.</p>
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	<p><i>Is there anywhere else in the world that has autonomous trackless trams?</i></p> <p>Yes – TVCA is also in discussion with the Centre for Connected and Autonomous Vehicles to support development of the proposal</p> <p><i>It is disappointing there is nothing dedicated to cycling in the programme.</i></p> <p>Active travel is a component of many of the projects and walking &amp; cycling infrastructure will be considered as part of project development.</p> <p><b>RESOLVED THAT</b> the Committee noted the content of the report and that Cllr Harker will relay the Committees views to Cabinet.</p>
	<p><b>DATE OF NEXT MEETING</b></p> <p>The next scheduled meeting is in April 2024, which falls within the pre-election period. Committee were advised that it is proposed to move the meeting to 7<sup>th</sup> May 2024 which all members agreed.</p>

28 MAY 2024

REPORT OF THE  
DIRECTOR OF INFRASTRUCTURE

## **TEES VALLEY BUS SERVICE IMPROVEMENT PLAN REVIEW**

### **SUMMARY**

This report provides an update on the Bus Service Improvement Plan (BSIP) Review.

### **RECOMMENDATION**

That Transport Committee note the content of the report and that a draft of the BSIP will be circulated for comment.

### **DETAIL**

#### **Background/Context**

1. The National Bus Strategy for England (NBS) was published in March 2021, setting out an ambitious vision and a comprehensive strategy to transform the quality of bus services in England outside London. Although much has happened since then, it remains the primary statement of the Government's policy on buses.
2. In the NBS, the statutory framework for delivery of the strategy through partnership is provided by the Bus Services Act 2017 and the key document setting out the vision, objectives and delivery plans for bus services is the Bus Service Improvement Plan (BSIP). A BSIP is a public document published on the LTA's website, intended to set out clearly the vision and plan for improving bus services and growing bus patronage in the local area, in line with the NBS.
3. All LTAs seeking DfT bus funding were asked to choose their preferred option for the new form of partnership under the NBS by June 2021: either an Enhanced Partnership (EP) or bus service franchising. The NBS then set the challenge of developing a well-evidenced, comprehensive and ambitious BSIP. Tees Valley



submitted their BSIP on time and, alongside most other LTAs at the time, chose to pursue an Enhanced Partnership.

4. The Enhanced Partnership is the statutory body responsible for the development and delivery of the BSIP. The BSIP delivers upon the Tees Valley Strategic Transport Plan approved by TVCA Cabinet in 2020.
5. In November 2022, an annual review of the BSIP was undertaken to demonstrate the progress made by the partnership over the past year. The annual review was also used as an opportunity to clarify the current position and help to steer the future ambition. This version of the BSIP is published on the TVCA website:  
<https://teesvalley-ca.gov.uk/business/wp-content/uploads/sites/3/2023/03/BSIP-Brochure-Dec-22-5.pdf>
6. In May 2023, the DfT moved on from a series of short term Covid support and recovery bus funding packages, when it announced a £300m funding package for the sector for the period July 2023 to March 2025.
7. The May 2023 announcement launched BSIP+ (now called BSIP Phase 2), a £160m funding pot for the delivery of BSIPs by LTAs in addition to the £1.04bn first round of BSIP funding awarded to 34 LTAs for the period 2022/23 to 2024/25. TVCA were unsuccessful with the first round of BSIP funding, but have since been allocated £3.059m through BSIP Phase 2.
8. In October 2023 the Government announced the continuation of the national £2 fare cap scheme (launched in January 2023) through to December 2024, to help rebuild patronage and assist households with the cost of living. It also announced additional BSIP Phase 3 funding for LTAs in the North and Midlands as part of the Network North command paper. TVCA has been allocated £3.851m of BSIP Phase 3 funding, meaning the total funding allocation from 2023/24 and 2024/25 is £6.910m.
9. Against the above context, all LTAs have been invited to refresh and update their BSIP documents by 12th June 2024.

## The 2024 BSIP Refresh

10. The key themes for the 2024 BSIP are as follows:
  - **Updating the baseline to 2023/24:** updating the 2021 BSIP's account of the current situation reflecting progress since 2021, including evolution of the local bus market post-pandemic and its issues and opportunities; highlighting achievements made since 2021 in progress with the delivery of locally driven change through the Enhanced Partnership.

- **Setting out the improvement programme in financial year 2024/25:** to reflect the known funding envelope of BSIP funding and all other funding sources for BSIP delivery, including the LTA and partner's own resources.
  - **Getting ready for 2025 and beyond:** refreshing the plan's ambition and content to set out a high quality and flexible pipeline of prioritised proposals for the four years 2025/26 to 2028/29, nested within the BSIP's overall 10-15 year horizon, attractive to funders, and ready for delivery as opportunities for funding arise.
11. Every LTA is required to produce a 2024 BSIP to secure the release of its BSIP funding allocation for 2024/25. BSIPs are intended to be comprehensive and authoritative, whilst also being concise and accessible to the public. LTAs have been encouraged to consider the extent to which they wish to revise their 2021 BSIP: whether they wish to use this opportunity to restructure and shorten the document, or whether they are content to update and refresh their 2021 BSIP within its existing structure.

## The BSIP Structure

12. Below are the key sections for the BSIP Refresh, as set out in the new guidance:

- **Section 1 – Our Bus Vision**
  - Needs an agreed 'Vision' to feed into the subsequent sections
  - Defining the partners to the BSIP – 'Our BSIP'
  - This will be largely unchanged from the previous versions
- **Section 2 – Current Offer to Bus Passengers (new baseline)**
  - Needs to be concise, data visualised, with progress from 2021 shown
  - This section is mainly factual, drawn from data and evaluation
- **Section 3 – Improvements Programme to 2025**
  - Set out the programme for remaining BSIP and other committed spend
  - Outline approaches to Driver / Ops Staff recruitment to resolve any shortfalls
- **Section 4 – Ambitions & Proposals for 2025 and Beyond**
  - Significant section with at least ten theme areas
  - Needs both 'ambition' and 'bid ready proposals'
  - More detail in short term (4 years 2025/6 up to 2028/9) with aspiration over 10 years
- **Section 5 – Targets**
  - Summary of progress over 2021 Targets
  - No new targets proposed

- New 'Bus Connectivity Assessment' databook is extensive
  - **Section 6 – BSIP Overview Tables (Schemes and Proposals)**
    - DfT Template to be completed for each BSIP thematic area
13. The 2024 BSIP will not function as a bidding document for specific DfT funds. All LTAs know their funding envelope for financial year 2024/25, whilst no LTA has a complete funding envelope for the period beyond 2025.
14. The 2024 BSIP should clearly distinguish between:
- what has been delivered or will be completed by the end of 2023/24;
  - what is programmed for delivery in 2024/25 with the known funding envelope; and
  - the ambitions and priorities for future delivery in 2025 and beyond, subject to future funding opportunities and.
15. Although the 2024 BSIP is not a bidding document, it is a report on what has already been achieved and it may be used as a factor by Government to determine future levels of funding, described as the 'Shop Window' for the LTA. Track record of delivery is clearly important in this regard, to support the case for further investment.

## The Tees Valley BSIP

16. The Tees Valley BSIP objectives and key actions will remain structured around the five-point delivery plan defined in the first BSIP, aligned with the NBS Framework:
- **A Sustainable network for the future** – a collaborative approach to establish a network focused on commercial services and emerging commercial services, which will require short-term financial support (subject to securing revenue funding).
  - **Bus priority improvements** – new infrastructure and digital investment to prioritise bus on core corridors and improve customer experience;
  - **Improved fare offer** – simpler fares, a new offer for young people and targeted promotions to drive growth;
  - **Enhanced customer experience** – putting the needs of customers at the heart of service delivery and improving information provision with one brand identity; and

- **Decarbonising the bus fleet** – one of the first regions in the UK to have an entirely zero emission local bus fleet.
17. Despite not being awarded BSIP Phase 1 funding, investment through BSIP Phase 2 and other associated funding sources have allowed progress to be made across all the delivery plan themes, including:
- Achieving a relatively stable bus network, including securing existing services, extending the span of operation and investment in new services where these deliver specific outcomes (e.g. access to employment opportunities);
  - Delivery of Youth Fare Offers to grow the future bus market; and
  - Improvements to the customer experience, including improved information (both printed and real time).
  - A successful Zero Emission Bus Regional Areas (ZEBRA) phase 2 bid to DfT, resulting in a secured DfT grant of £7.8m, which will be matched by bus operator funding of £22.2m to deliver 62 brand new Zero Emission electric buses across Tees Valley during 2025 and electric charging infrastructure at the three main depots in the region.
18. The Tees Valley BSIP will present a continuation of the current approach and five-point delivery Plan, including the following key delivery themes:
- **A Sustainable network for the future** – Continued targeted investment in the bus network, including support for existing services where needed and the introduction of new services where it is demonstrated a case for longer term sustainability exists. Investment will be focussed on improving access to employment, training and learning opportunities and maintaining stability in the network. There will also need to be a value for money consideration in terms of the required subsidy per passenger trip.
  - **Bus priority improvements** – Delivery of the nine priority corridors to improve punctuality and efficiency of services operating along the corridors, which carry a large proportion of network patronage. Development work will then start to identify where the next phases of investment should be targeted. This investment is closely linked with the Digital Strategy to improve the efficiency of the highway network.
  - **Improved fare offer** – Implementation of an U21 fare offer, further simplification of the fares offer, standardising with Transport North East where this supports cross boundary travel and a more simple message to customers. More flexible ticketing delivered through 'Tap on, Tap off' with an aspiration for fare capping across all operators. Targeted discounts on fares to encourage growth in key passenger groups, including families and those seeking work.

- **Enhanced customer experience** – Completion of the work to deliver a single upgraded website, which will host fares, timetable, real-time and mapping information alongside travel planning advice using the single Tees Valley brand and a suite of products, including maps, timetables (at stop and printed leaflet) and electronic information, underpinned by data processes that will ensure they remain up to date and accurate.
- **Decarbonising the bus fleet** – The recent successful bid to DfT through the ZEBRA 2 fund will be the catalyst to fleet decarbonisation by delivering 62 new, enhanced accessibility vehicles during 2025 and depot charging infrastructure that can also be used by other vehicles. TVCA will continue to seek further opportunities for funding to enable fleet decarbonisation.

19. The key delivery themes have remained consistent since the first BSIP was published. In refreshing the BSIP, feedback has been sought from local authorities and the bus operators.

20. Due to the amount of work required to update the BSIP, there has been a very narrow window in which to carry out the necessary assessment, collate information from Enhanced Partnership members and produce a version of the updated BSIP. At the time of writing the report, the revised Tees Valley BSIP is still being finalised. A copy of the draft will be provided to local authority Members and officers by Wednesday 29<sup>th</sup> May. Comments will need to be received by close of play on Friday 7<sup>th</sup> June to allow any final amendments to be made ahead of the submission deadline.

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AGENDA ITEM 5  
REPORT TO THE TEES VALLEY  
COMBINED AUTHORITY  
TRANSPORT COMMITTEE

28 MAY 2024

REPORT OF THE  
DIRECTOR OF INFRASTRUCTURE

## **TEES VALLEY TIMETABLE UPDATES, BUS SHELTER UPGRADES AND REAL TIME INFORMATION**

### **SUMMARY**

This note provides an update on the following:

- Tees Valley timetable updates
- Tees Valley bus shelter upgrades
- Real Time Passenger Information (RTPI)

### **RECOMMENDATION**

That Transport Committee note the content of the report.

### **DETAIL**

#### **Tees Valley timetable updates**

1. At-stop timetable information is produced by the Connect Tees Valley team, which is currently managed by Stockton Borough Council. Once produced, the information is then provided to the local authorities. The process for printing this information has been inconsistent across the local authority areas, with each having different levels of capacity and resource to carry out the task. Within our Bus Service Improvement Plan (BSIP), there is an aspiration to enhance the customer experience for users and a key part of this is to provide up to date and accurate information in a timely manner.
2. At the Transport Committee held on 23<sup>rd</sup> January 2024, it was agreed that TVCA would take over this process from the local authorities and therefore the responsibility for updating at stop information once received from Connect Tees Valley has been passed over to TVCA.



3. After a full procurement exercise TVCA has now successfully appointed contractors to provide both bus timetable printing and timetable posting. The supplier for the timetable posting will also be conducting a survey of all of the bus stop infrastructure across Tees Valley, which was another point that was agreed at the previous Transport Committee meeting. Contracts have now been exchanged and initiation meetings held between TVCA and the suppliers.
4. The Tees Valley bus timetable printing has been awarded to Potts Prints and the bus timetable posting and bus stop infrastructure surveying contract has been awarded to Externiture.
5. At the previous Transport Committee meeting, TVCA shared an example of a proposed timetable design that had been rebranded as per TVCA guidelines. TVCA has now reviewed the format with the local authorities, local bus operators and various bus user groups to agree on a final design. The new design retains the current Connect Tees Valley timetable layout, however, the headers and footers will be revised to a new layout that will better incorporate how to complain if users are unhappy with any part of their journey on a Tees Valley service. A mock-up of the new timetable headers and footers can be found at annex A (note that there may be some minor amendments once this is set out in the specific timetable software system).
6. The Middlesbrough Bus Station posters will also be rebranded to align with the new TVCA format, although the overall layout for information will remain the same.
7. Connect Tees Valley is currently working with their systems provider to change the timetable templates and generate the new inserts for all 2,588 active stops across the Tees Valley. Installation of the new at-stop information is being scheduled to coincide with planned timetable updates from operators, with roll-out commencing in July 2024.
8. Both printing and posting suppliers are initially contracted for one year, with the option to extend for one year, subject to agreement and funding confirmation. The survey will be an initial baseline review, to enable an understanding of the condition of all bus stop infrastructure across the Tees Valley.

### **Tees Valley bus shelter upgrades**

9. Following the timetable update, Externiture will be completing a full survey of all 2,588 bus stops, which will be completed by autumn 2024. The finalised details of this survey are still to be confirmed and agreed with local authority officers (an example of a previous survey completed by Externiture is included at Annex B). Whilst the Tees Valley survey may not be an exact replica of this, it is expected that the areas covered will be



the same. The final report submitted will identify the improvements needed across all shelters.

10. As part of the contract, it has been agreed that there is also the opportunity for the company to replace any damaged or missing timetable cases whilst on site carrying out the survey work and local authorities have been asked to provide spare cases should they have stock.
11. Previously, all Local Authorities had separate contracts with Clear Channel UK (CCUK) for the management of some of their bus shelters. This is based upon a concession arrangement whereby CCUK are responsible for the installation and maintenance of the bus shelter in return for being able to generate an income by selling advertising space. Clearly not all bus shelters are commercially attractive for selling advertising and so only a proportion of all bus shelters in the Tees Valley fall under this contract. As all the contracts were coming to an end, it was agreed that TVCA would procure a supplier for consistency across the Tees Valley.
12. CCUK were the successful bidder and the new TVCA contract covers 411 bus shelter sites across the Tees Valley. The contract excludes 254 sites in Middlesbrough, as Middlesbrough Council is continuing with their own separate contract.
13. The CCUK contract will see refurbishment of up to 411 shelters following an assessment and details of this process were reported to Transport Committee in January 2024.
14. In addition to the refurbishment plan, CCUK will be providing revenue back to TVCA across the contract period. This is new funding, as under the previous separate contract arrangements only Middlesbrough Council received any surplus revenue. TVCA and the local authorities are working through the detail of how this funding could be used to support the BSIP priorities, whilst also providing a net financial benefit to the local authorities.
15. It should also be noted that there are bus shelters across the Tees Valley that are local authority owned. The survey work will identify the interventions required across all bus shelters. TVCA has some limited capital to fund improvements, but does not have an on-going funding stream for future maintenance of local authority owned shelters.

## **Regional Real Time Passenger Information for Bus Shelters**





16. TVCA currently partner with Durham County Council and Nexus (covering Tyne & Wear) for the provision of Real Time Passenger Information (RTPI) for the Northeast. TVCA then use these data feeds in Tees Valley bus shelters to provide RTPI to bus service users.
17. In summer 2023 Durham County Council and Nexus began leading on a procurement exercise for a replacement RTPI system on behalf of the North East authorities.
18. The replacement RTPI system contract has now been awarded and TVCA is able to engage directly with the supplier.
19. Whilst the Transport North East (TNE) authorities will be funding additional trackers for their local bus fleet within this process, TVCA do not require these trackers as we have already upgraded our Urban Traffic Management Control (UTMC) system and therefore only need a data feed for our screens to provide accurate RTPI.
20. TVCA is aiming to roll-out the new RTPI system in 2024/25 using CRSTS1 funding. This will involve replacing RTPI screens as required on key bus corridor locations. Further work is needed to produce a definitive list of locations for screens and determine the type of replacement screen required.

#### **Middlesbrough Bus Station RTPI**

21. Separate from the Tees Valley RTPI project, there is an issue in that the screens within Middlesbrough Bus Station are currently switched off. This was due to a requirement for a back-office system upgrade.
22. TVCA has found a solution to link the Middlesbrough Bus Station screens to Durham County Council's bus station software. This is a completely independent system to the regional RTPI replacement project. Partnering with Durham County Council enables the screens to be up and running quickly without the need to procure a new and expensive back-office system. It is expected that the work will be completed in summer 2024.

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## Annex A – Tees Valley timetable design

### At-stop information headers and footers

**Middlesbrough**  
**West Dyke Road**

Effective from: 3rd March 2024

Department for Transport

**TEES VALLEY**

Stop No: 3200YNA01581

**traveline**  
For more information on public transport get in touch  
Text **84268**  
www.traveline.info  
0871 200 22 33  
Calls cost 11p per minute plus your phone company's access charge

**NextBuses**  
Find out when the next bus will be here text **durdgipd** to **84268**  
Timetables are subject to change on public holidays, please check before you travel

**TEES VALLEY**  
Funded by UK Government

**Improve my journey**  
We want everyone to enjoy using buses around Tees Valley, if you're dissatisfied with any part of your journey then please visit [www.teesvalley-ca.gov.uk/improve-my-journey](http://www.teesvalley-ca.gov.uk/improve-my-journey)

**Trapeze**  
powered by NextBuses

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.



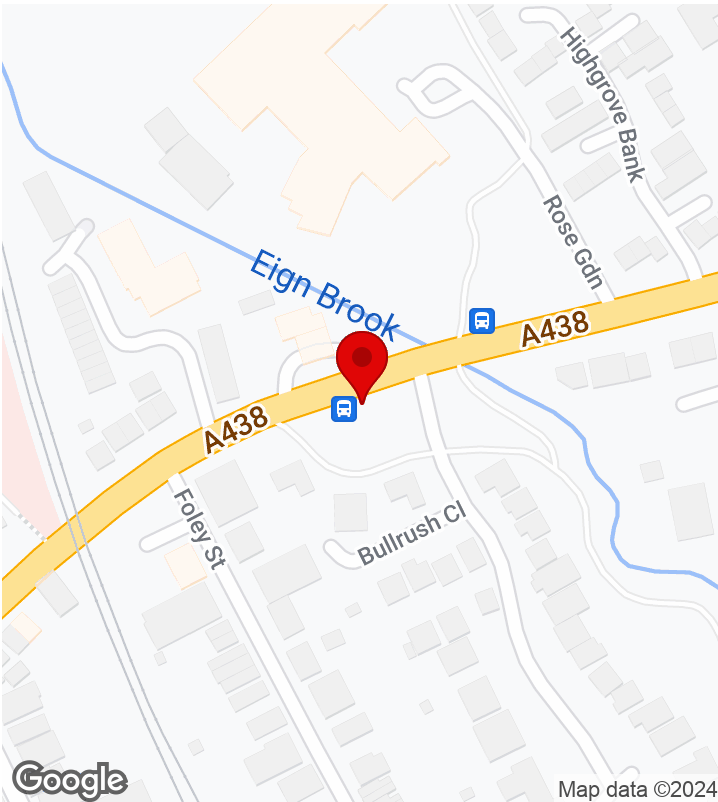
## **Annex B – Externiture Example survey**

See additional attachment

# Herefordshire Shelter Condition Survey

## 037 heramdgt - The Rose Garden (W) 2090A19511

1/10/2023, 8:55:04 AM UTC



### CREATED

🕒 12/23/2022, 8:47:19 AM UTC  
 👤 by Matthew Stagg

### UPDATED

🕒 1/10/2023, 8:55:04 AM UTC  
 👤 by Phil Horsley

### STATUS

🟡 Survey complete

### LOCATION

📍 52.054780, -2.701714

TITLE | 037 heramdgt - The Rose Garden (W) 2090A19511

## Site Details

AtcoCode	2090A19511
NaPTAN Code	heramdgt
Stopname	The Rose Garden
Bearing	W
Road	Ledbury Road. A438
No	37
Route	H4

## Shelter Specification

Manufacturer	Queensbury
Bays	2-bay
Shelter Layout	No End & Full End, Front Panel
Position	BOP
Roof Type	BVR
Roof Panel Material	Polycarbonate
Frame Material	Steel
Frame Colour	Green (dark)
Frame Condition	2. Good
Frame Maintenance	None
Frame Maintenance Notes	
Name Displayed	Hereford The Rose Garden
Smoking Sign	No

### Frame Photos





Overall Grade | 2.Good

### Shelter Cleanliness

Graffiti | No

Graffiti Photo

Cleanliness | 1.Very Clean

Clean Photo



### Shelter Accessories

Seating | Seating

Seat Type | Perch

Seat Length | 1930

Seat Maintenance | None

Seat Photo



## CASES

Cases may be in shelter or on bus stop post

Poster/Timetable Case	Other
Case Mounting Location	Shelter
Case Damage	none
Case Condition	2. Good
Case Colour	Green

Case Photo



Information Accessible	No
Flag Bracket	Yes
Flag	Yes
Flag Condition	2. Good
Flag Manufacturer	Bissell
Service Numbers	No
Flag Straight	Yes

## BUS STOP POST



Post Type	None
-----------	------

## PANELS

### Shelter Panel Lower Left

Replace Lower Left	No
Width LL	
Height LL	
Depth LL	

### Shelter Panel Upper Left

Upper Left Panel	
Width UL	
Height UL	
Depth UL	

### Shelter Panels ML

Lower Main Panel	Glass
QTY Lower Main Replace	0
Width ML	890
Height ML	865
Depth ML	8

### Shelter Panel MU

Upper Main Panel	Glass
QTY Upper Main Replace	0
Width MU	890
Height MU	865
Depth MU	8

### Shelter Panels RL

Lower Right Panel	Glass
QTY Lower Right Replace	0
Width RL	1040
Height RL	865



Depth RL		8
----------	--	---

## Shelter Panel RU

Upper Right Panel		Glass
-------------------	--	-------

Replace Upper Right Panel		No
---------------------------	--	----

Width RU		1040
----------	--	------

Height RU		865
-----------	--	-----

Depth RU		8
----------	--	---

## Shelter Panel Other

Other Panel		Glass
-------------	--	-------

Replace Other		Yes
---------------	--	-----

Width OTH		890
-----------	--	-----

Height OTH		865
------------	--	-----

Depth OTH		8
-----------	--	---

## Electrical System

Power to shelter		No
------------------	--	----

Solar		No
-------	--	----

Shelter Lighting		No
------------------	--	----

## Environment

Road Type		Single Carriageway
-----------	--	--------------------

Footway Surface		Tarmac
-----------------	--	--------

Surface Condition		2.Good
-------------------	--	--------

Kerb Height		Raised
-------------	--	--------

Tactile Kerb Edging		No
---------------------	--	----

**Kerb Photo**



**Footway Width (m)** | 3

**Footway Length (m)** | 100

**Footway Photo**



**Crossing Type** | Informal

**Dropped access within 20m** | Yes

**Opposite Dropped access within 20m** | Yes

**Bus Stop Clearway** | Yes

**Double yellow lines** | Yes

**Bus Stop Cage** | None

**Clearway Plate** | None

**Street Lighting 20m** | Yes

**Street Lighting Type** | LED

**Litterbins** | None

**Accessibility Modifications**

Is bus stop accessible	Yes
Is shelter accessible	Not accessible
Accessibility Modification Options	Modify shelter

## RTPI

RTI Display	No
-------------	----

## Site Photos

### Approach Photo



### Exit Photo





**Perpendicular Photo**



**Post Case Flag Photo**



**Notes**

Surveyor Notes

Survey Complete

Yes

Complete Date

January 10, 2023



AGENDA ITEM 6  
REPORT TO THE TEES VALLEY  
COMBINED AUTHORITY  
TRANSPORT COMMITTEE

28 MAY 2024

REPORT OF THE  
DIRECTOR OF INFRASTRUCTURE

## **TEES VALLEY LOCAL BUS SERVICE PERFORMANCE**

### **SUMMARY**

This note provides an update on the following:

- Tees Valley local bus service performance
- Tees Flex operational data

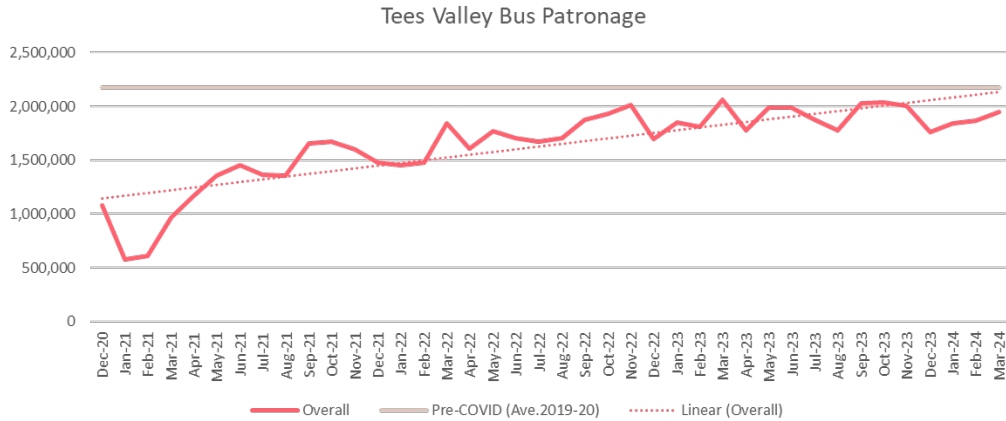
### **RECOMMENDATION**

That Transport Committee note the content of the report.

### **DETAIL**

#### **Patronage**

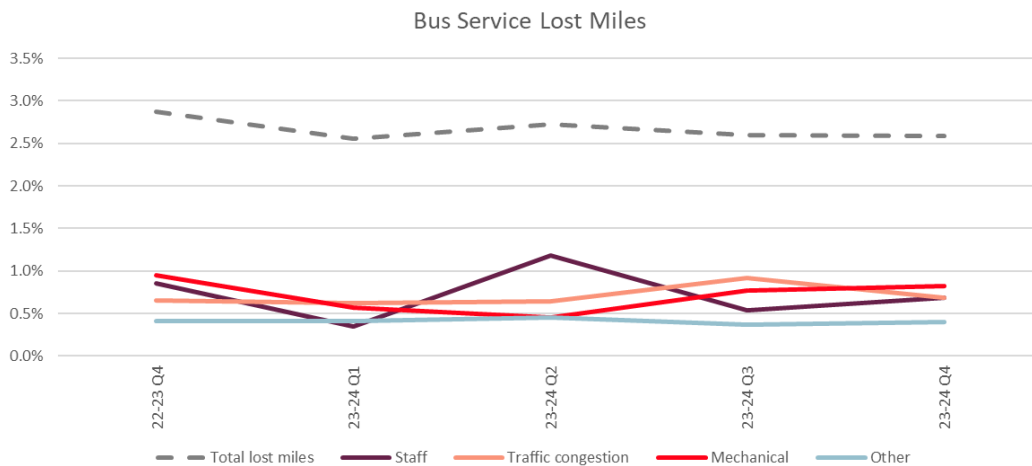
1. The COVID-19 pandemic significantly depressed patronage with lockdowns and a general reduction in travel. An element of this reduced demand continues with a significant increase in people working from home and reduced ridership from older people. This is a UK wide trend and not specific to the Tees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



- The trend continues to show a significant recovery in patronage since the last COVID lockdown in January/February 2021 and patronage is increasing as expected after the seasonal decrease in usage.

### Reliability

- 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 or congestion on the network requiring a re-routing or curtailment of a service.

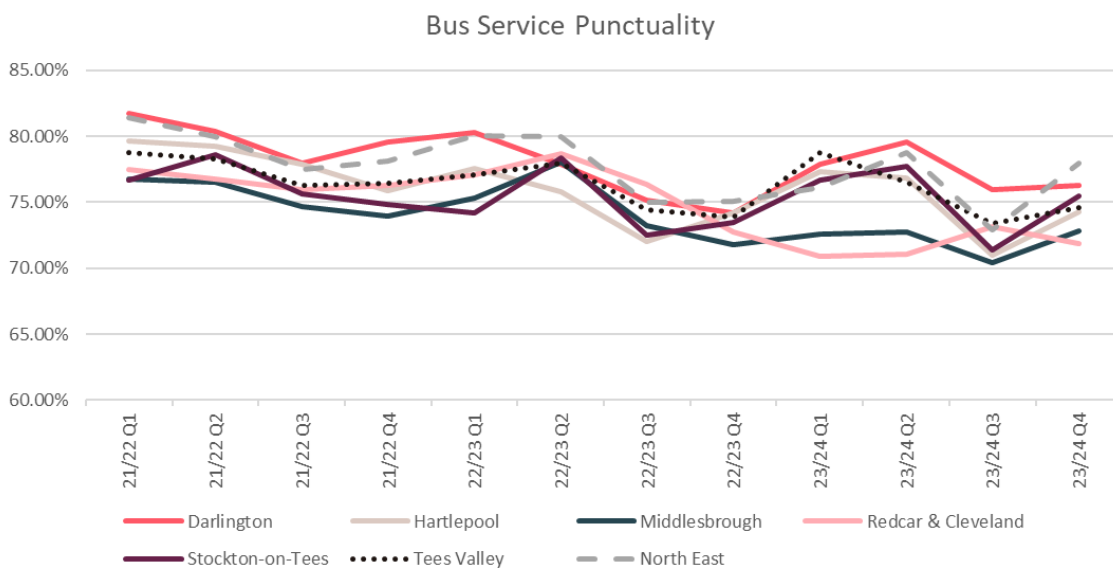


- The graph above shows the total percentage of scheduled miles that were 'lost' (not operated) alongside the reason for the reduction. The data shows that over 97% of scheduled mileage was delivered by the two bus operators across the last year.

- Over the last two quarters, total lost miles and lost miles allocated to staff shortages have reduced, whereas lost miles due to mechanical issues has increased. This is partly attributed to the seasonal difficulties of operating in colder weather.
- 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 programme to improve the efficient movement of buses on the highway network. There are also on-going discussions with local authorities to seek to ensure a co-ordination of road works activity across the Tees Valley and early engagement with the bus operators.

### Punctuality

- 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.

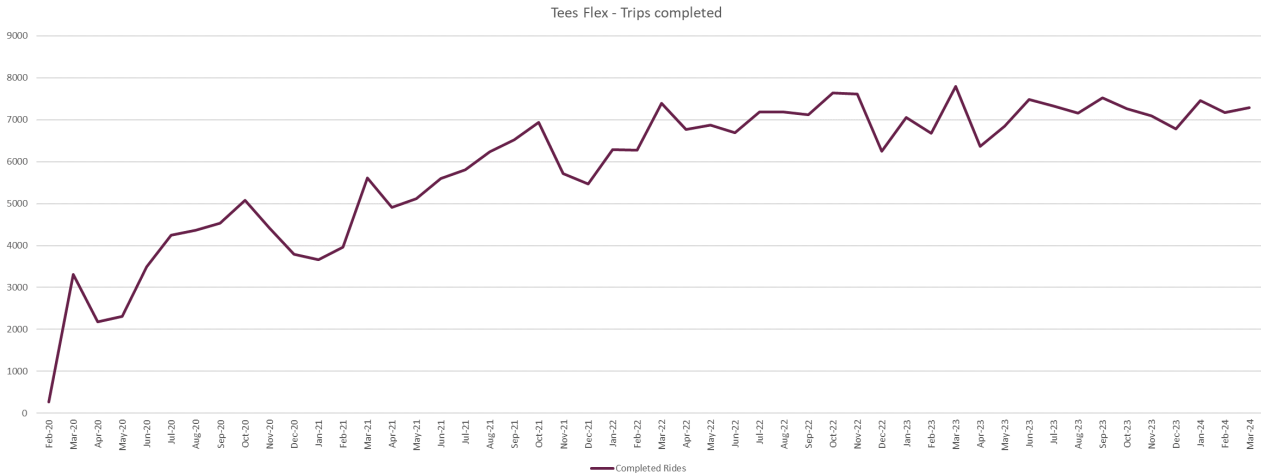


- It can be seen from the graph that the Tees Valley figure is below the Traffic Commissioner recommended target of 95%. For comparison, the figure for the North East is shown on the graph, which is consistent with the Tees Valley position.
- All local authority areas have significant volatility in punctuality 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. Roadworks can also have an impact, hence the need for co-ordination at a Tees Valley level wherever possible.

### Tees Flex Operational Data



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



- 11. 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.
- 12. Between April 2023 and March 2024, completed trips have averaged around 7,150 per calendar month, which is an increase from 7,070 for 2022-2023.
- 13. Overall satisfaction with Tees Flex is high. Between April 2023 and March 2024 the average satisfaction rating was 4.9 out of 5, which is an increase from 4.8 out of 5 for 2022-23.

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28 MAY 2024

REPORT OF THE  
DIRECTOR OF INFRASTRUCTURE

## **INTEGRATED TRANSPORT PROGRAMME UPDATE**

### **SUMMARY**

To receive and consider a report from the Director of Infrastructure presenting an update on the Integrated Transport Programme in relation to the Transforming Cities Fund (TCF), City Region Sustainable Transport Settlement for 2022 – 2027 (CRSTS1) and for 2027 – 2032 (CRSTS2), and other recent transport funding awards received by the Tees Valley Combined Authority.

### **RECOMMENDATION**

That Transport Committee note the content of the report.

### **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 Integrated Transport Programme comprises of devolved money and grant funding competitively secured by TVCA.

#### **The Transforming Cities Fund (TCF) Programme**

2. TCF was the first round of devolved transport funding allocated to TVCA. The £75.5m is being used to develop and deliver a programme of projects, which was agreed by Cabinet in January 2020.

## **First round City Region Sustainable Transport Settlement (CRSTS1) Programme**

3. The Tees Valley £310m of CRSTS1 funding was approved by government on 1<sup>st</sup> 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>
5. Discussions are taking place with government regarding over-programming and re-baselining this delivery programme in order to ensure that resources are available for the development of the CRSTS2 project pipeline. The CRSTS1 programme will still be delivered in full, although the delivery timeframe for some projects may change.

## **Second round City Region Sustainable Transport Settlement (CRSTS2) Programme**

6. An £8.8 billion second round of the City Region Sustainable Transport Settlement (CRSTS2) was announced at Spring Budget 2023 for the period 2027/28 to 2031/32. In early October 2023, the government announced an additional £8.55 billion of funding available for CRSTS2 and published indicative allocations which identified an allocation of £978m for the Tees Valley.
7. At the meeting of Cabinet on 26<sup>th</sup> January 2024, a transport programme totalling £1bn was agreed:  
<https://teesvalley-ca.gov.uk/about/wp-content/uploads/sites/2/2024/01/7-Transport-Programme-Cabinet-Report-Jan-2024-1-1.pdf>
8. This has enabled discussions to commence with government and project development work to begin on many of the identified projects.

## **Additional Competitively Secured Funding**

9. In addition to the devolved funding, TVCA has also managed to secure competitive funding to support the delivery of the Integrated Transport Programme.
10. Currently this amounts to over £191.61m of capital funding and £8.7m of revenue funding (see **Appendix A** and **Appendix B** for more details).
11. In the period since the last Transport Committee meeting, TVCA has been able to secure a significant amount of funding:

- The Eaglescliffe Station Project has moved into delivery meaning that a £5.25m Network Rail Asset Renewals and Access for All contribution to the project has been secured;
- £1.3m of Active Travel England funding has been secured for work to improve connectivity between the clock tower and the town centre at the western gateway at Darlington Station;
- An indicative allocation of £6.6m of Local Electric Vehicle Infrastructure (LEVI) funding has now been secured following the submission and assessment of our delivery proposal. This will allow for the delivery of on-street electric vehicle charge points across the Tees Valley. The LEVI funding is aiming to deliver a step-change in the scale of deployment of local, primarily lower power, on-street charging infrastructure across England. It also aims to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.
- £7.8m of Zero Emission Bus Regional Areas (ZEBRA) funding has been secured, which is leveraging £22.8m of investment from Stagecoach and Arriva to introduce 62 electric buses across the Tees Valley.
- £2.5m of Traffic Signals Obsolescence Grant (TSOG) secured by TVCA on behalf of the local authorities, which will enable the replacement of aged and obsolete traffic signal assets.

### Programme Delivery

12. With the approval of the CRSTS2 programme by Cabinet in January 2024, and the additional funding secured as set out above, there are an additional 30 projects now added to the Integrated Transport Programme.

13. Currently, the programme overview is:

	Project at early development stage	Project at advanced development stage	Project at pre-delivery stage	Project delivery stage	Project completed
All projects	52	16	2	7	5
New projects added since last meeting	24	6	0	0	0

14. Of the projects considered to be at an early development stage, 19 are active travel / bus priority schemes where public engagement is scheduled to commence shortly.

15. Further details on each of these projects is set out in **Appendix C**.



16. Since the last Transport Committee meeting, the following project has completed:

- Urban Traffic Management and Control (UTMC) system Phase 1

17. Furthermore, the following project has moved into delivery:

- Eaglescliffe Station Enhancement Project

18. 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.

19. A key focus is now on the commencement of public engagement for the proposed active travel and bus schemes. The public engagement material has been developed jointly between TVCA and the local authorities and is expected to go live in early June 2024.

### **Delivery Risks**

20. 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. The CRSTS2 project allocations, include an appropriate risk allowance for the stage of development.

21. 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.

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## Appendix A: Additional Competitively Secured Capital Funding

Additional funding since the last report to Transport Committee in January 2024 is shown in bold italics.

<b>CAPITAL FUNDING</b>		
<b>Amount of funding secured</b>	<b>Source</b>	<b>Project Description</b>
<b>Rail Programme</b>		
£105.0m	DfT Rail Network Enhancements Pipeline (RNEP)	To support the Darlington Station Project. £8.8m awarded to TVCA with the remainder of funding going to Network Rail to develop and deliver their part of the project.
£9.65m	Get Building Fund (GBF)	Awarded to TVCA to support the delivery of the Middlesbrough Station Project.
£5.25m	Network Rail Asset Renewals Funding	Confirmed contribution to support the delivery of the Undercroft renewal as part of the Middlesbrough Station Project
£2.45m	DfT Rail Network Enhancements Pipeline (RNEP)	Awarded to Network Rail to support the Middlesbrough Station Project
<b><i>£5.25m</i></b>	<b><i>Network Rail Asset Renewals Funding / Access for All Funding</i></b>	<b><i>Confirmed contributions to support the delivery of the Eaglescliffe Station Project.</i></b>
<b>Active Travel Programme</b>		
£4.6m	Active Travel England (ATE) Active Travel Fund (ATF) tranches 2, 3 and 4	To support the development and delivery of walking, wheeling and cycling schemes identified in the Local Cycling and Walking Infrastructure Plan.
<b><i>£1.3m</i></b>	<b><i>Active Travel England (ATE) Active Travel Fund (ATF) tranche 4a</i></b>	<b><i>To support the development and delivery of walking, wheeling and cycling improvements around Darlington Station.</i></b>
£17.8m	Levelling Up Fund	To support the development and delivery of walking, wheeling and cycling schemes
<b>Decarbonisation Programme</b>		
£0.7m	Office of Zero Emission Vehicles (OZEV)	To support the roll-out of electric vehicle infrastructure
<b><i>£6.6m</i></b>	<b><i>Local Electric Vehicle Infrastructure (LEVI)</i></b>	<b><i>To deliver on-street electric vehicle charge points</i></b>
<b><i>£7.8m</i></b>	<b><i>DfT's Zero Emission Bus Regional Assistance (ZEBRA) Phase 2</i></b>	<b><i>To deliver 62 new Zero Emission electric buses across Tees Valley and electric</i></b>

<i>£22.2m</i>	<i>Arriva / Stagecoach Bus Operator funding</i>	<i>charging infrastructure at the three main depots in the region.</i>
<b>Digital Programme</b>		
£0.5m	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
<i>£2.5m</i>	<i>Traffic Signals Obsolescence Grant (TSOG)</i>	<i>To upgrade obsolete traffic signal systems and improve reliability, primarily at sites using halogen lamps and legacy 2g/3g communications but also aimed at unreliable and obsolete equipment more generally.</i>
<b>£191.6m</b>	<b>Total Capital Funding Leveraged</b>	

## Appendix B: Additional Competitively Secured Revenue Funding

Additional funding since the last report to Transport Committee in January 2024 is shown in bold italics.

<b>REVENUE FUNDING</b>		
<b>Amount of funding secured</b>	<b>Source</b>	<b>Project Description</b>
<b>Active Travel Programme</b>		
<i>£0.5m</i>	<i>Active Travel England (ATE) Capability Fund - 2022/23</i>	To provide revenue funding to support walking, wheeling and cycling in their areas by: <ul style="list-style-type: none"> <li>developing infrastructure plans and designs, public consultation and evidence collection</li> <li>carrying out community engagement activities, such as schools programmes, training and promotion</li> </ul>
£0.2m	Active Travel England (ATE) Capability Fund – 2023/24	<b>As above</b>
<i>£0.5m</i>	<i>Active Travel England (ATE) Capability Fund - 2024/25</i>	<i>As above.</i>
<b>Decarbonisation Programme</b>		
£0.6m	Local Electric Vehicle Infrastructure (LEVI) Capability Fund	To support capacity and capability to create local EV infrastructure strategies and for the planning and delivery of local EV infrastructure
<b>Bus Programme</b>		
£1.5m	Bus Service Improvement Plan Plus (BSIP+) Fund 2023/24	To support the delivery of the Tees Valley BSIP
£1.5m	Bus Service Improvement Plan Plus (BSIP+) Fund 2024/25	
<i>£3.9m</i>	<i>Bus Service Improvement Plan (BSIP) Fund 2024/25</i>	
<i>£8.7m</i>	<b>Total Revenue Funding Leveraged</b>	

## Appendix C: The Investment Packages and Projects

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<b>Rail Programme</b>					
<p><b><u>Billingham Station Accessibility Improvements</u></b></p> <p>The purpose of the project was to improve access for all users at Billingham Station.</p>	<p>The project included a new footbridge and lifts to provide access to the island platform. Additional work carried out by Network Rail included rebuilding the station platforms and improvements to the station car park.</p>	Completed	£1.0m	£3.6m	<ul style="list-style-type: none"> <li>The project is completed.</li> </ul>
<p><b><u>Darlington Station</u></b></p> <p>this project will provide a new platform for high-speed long-distance southbound services, and a new platform for services</p>	<p>The project includes a number of different packages of work including:</p> <ul style="list-style-type: none"> <li>the construction of a multi-storey car park,</li> </ul>	Delivery	£33m (comprising £25m TCF and £8m CRSTS1)	£139.0m	<ul style="list-style-type: none"> <li>Work progressing well and is on programme. Steel frame is complete,</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p>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>This is complemented by work to improve the customer experience at the station.</p>	<p>new station building and transport interchange on the eastern side of the station. This work is being led by TVCA</p> <ul style="list-style-type: none"> <li>work to the Western Gateway comprising enhancement of the public realm and displacement of cars from the porte cochere to enable it to be enclosed and used as an arrival point from the town centre to the station.</li> </ul>				<p>cladding is continuing and glazing work has commenced.</p> <ul style="list-style-type: none"> <li>First section of the building is due to complete in late Summer 2024, second section in Autumn 2024 and the whole building is due to complete and be handed over to Network Rail for fit out from early 2025.</li> <li>Work is progressing well. Some building demolition has taken place. Led by DBC preparatory work to enable demolition of remaining acquired properties is underway.</li> <li>LNER funding for the enclosure of the porte cochere now confirmed and detailed design work is underway.</li> <li>Additional ATE funding secured for the pedestrian connectivity element of the project enabling detailed design work to commence.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	<ul style="list-style-type: none"> <li>• Network Rail are leading a number of elements of the scheme including:               <ul style="list-style-type: none"> <li>• the track, signalling and infrastructure works,</li> <li>• construction of the new platforms,</li> <li>• the installation of the footbridge connecting the new and the old parts of the station</li> <li>• the fit out of the new station building</li> </ul> </li> </ul>				<ul style="list-style-type: none"> <li>• Hoardings erected and work has commenced within the existing station to begin work to facilitate the new footbridge.</li> <li>• Network Rail are continuing work at Smithfield Road Bridge to widen it to allow for the new track.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b><u>Middlesbrough Station Improvements</u></b> this project will provide a new platform and upgrades to the carriage sidings, which collectively improve performance and reliability and increase the capacity for future increases to both local and intra-regional services.</p> <p>This is complemented by work to improve the customer experience at the station.</p>	<p>The project is being delivered as a number of different work packages phases:</p>	Delivery	<p>£72.1m (comprising £22.5m TCF and £9.6m GBF and £40m CRSTS2 funding)</p>	£80.0m	
	<p><u>Phase 1 – Platform Extension / infrastructure work</u> to enable the introduction of an LNER service between Kings Cross and Middlesbrough.</p>				<ul style="list-style-type: none"> <li>The 1 train per day (Monday to Friday) service between London and Middlesbrough has been operating since December 2021.</li> </ul>
	<p><u>Phase 2 – Regeneration of the redundant station undercroft</u> to create a new station gateway, provide a new station entrance into the</p>				<ul style="list-style-type: none"> <li>Construction is at an advanced stage, with completion of the first unit and station entrance expected to be completed in early summer 2024. Work to complete the second unit will continue until later summer 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	subway and 2 new workspace units.				<ul style="list-style-type: none"> <li>• TVCA is at an advanced stage of negotiations with Network Rail in relation to taking a head lease on the units in order to ensure that the occupants complement the objectives of the Middlesbrough Development Corporation for the Station Quarter.</li> <li>• Post construction activities and sign-off will see the unit handed over to TVCA for occupancy from September 2024.</li> </ul>
	<u>Phase 3 – Capacity</u> 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				<ul style="list-style-type: none"> <li>• Development work for the designs for the track, signalling and platforms are progressing well.</li> <li>• Revised funding strategy now adopted with the allocation of CRSTS2 funding which enables the scheme to be delivered using devolved funding.</li> <li>• Business Case for the capital investment in development and expected to be</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	between Middlesbrough and Newcastle.				<p>submitted late summer / early Autumn 2024 to enable work to commence in 2025.</p> <ul style="list-style-type: none"> <li>Working closely with the Train Operating Companies regarding business cases for the additional services.</li> </ul>
<p><b><u>Hartlepool Station Improvements</u></b></p> <p>this project seeks to improve capacity on the Durham Coast Line to enable an increased number of services.</p> <p>In addition the project seeks to improve accessibility to the station from the marina area.</p>	<p>The project is being delivered as two different work packages phases:</p> <ul style="list-style-type: none"> <li><u>Phase 1 – Reinstatement of the redundant platform</u> this includes a new footbridge equipped with lifts to enable access from the existing station building / station entrance.</li> </ul>	Delivery	£13.0m (comprising £1.0m TCF and £12.0m CRSTS1 Funding)	£13.0m	<ul style="list-style-type: none"> <li>Construction of this project is complete</li> <li>Network Rail is currently working on achieving authorisation to enable entry into service of the new platform, which is expected to be achieved in May 2024.</li> <li>This will enable trains to begin using the new platform and the 2-hourly semi-fast service between Middlesbrough and Newcastle to serve Hartlepool.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	<ul style="list-style-type: none"> <li>Phase 2 – <u>Construction of a new direct entrance on to the new platform</u></li> </ul>				<ul style="list-style-type: none"> <li>Work on this project is at an early stage. Discussions are taking place with the adjacent landowner.</li> </ul>
<p><b><u>Eaglescliffe Station Accessibility Improvements</u></b></p> <p>this project will improve accessibility at the station for all users and create a new connection to the Durham Lane Business Park site to the west of the station</p>	<p>The Eaglescliffe Station project will:</p> <ul style="list-style-type: none"> <li>provide a new fully accessible footbridge, including lifts to the station island platform from the existing eastern station car park and create a new access to the western side of the station.</li> <li>refurbish the current bridge and ramp to provide a secondary means to access / egress.</li> </ul>	Delivery	£10.0m (comprising £1.8m TCF and £9.2m CRSTS1 Funding)	£15.25m	<ul style="list-style-type: none"> <li>The Full Business Case for this project has been developed, submitted and the investment decision made.</li> <li>TVCA have contracted with Network Rail for the delivery of this project with BAM Nutall the main contractor.</li> <li>The contractor is currently mobilising and construction is expected to start at the beginning of June 2024 and is expected to be completed in Summer 2025.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	<ul style="list-style-type: none"> <li>A package of works is being funded and delivered by Stockton Borough Council to provide a new car park on the western side of the station.</li> </ul>				<ul style="list-style-type: none"> <li>Work is expected to also commence in June 2024.</li> </ul>
<p><b><u>Teesworks Stations and Transport hubs</u></b> 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</p>	<p>The project is being delivered as two different work packages phases:</p>	Early Development	£60m (comprising £20m CRSTS1 and £40m CRSTS2)	£60m	
	<p><b><u>British Steel Redcar Station and Transport Hub</u></b> The station is currently mothballed due to lack of public access. The scope of this project is</p>				<ul style="list-style-type: none"> <li>Site investigations, feasibility and design work for British Steel Redcar Station is currently on-going to establish the cost of bring it back into use and connecting to the construction park and ride site.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
site close to the main gatehouse.	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.				<ul style="list-style-type: none"> <li>Discussions are continuing with Northern regarding timetabling and the potential provision of a service at the station.</li> </ul>
	<p><b><u>South Bank Station and Transport Hub</u></b></p> <p>The station needs renovating, including the replacement of the current footbridge with a new asset which meets current rail accessibility standards but also supports</p>				<ul style="list-style-type: none"> <li>Initial feasibility work has been completed which has identified that this is a complex project due to site constraints.</li> <li>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.</li> <li>Next stage of design work is being commissioned.</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	access over the railway line to Teesworks.				
<p><b><u>Eaglescliffe to Northallerton Freight Gauge Clearance</u></b></p> <p>this projects will see improvements to the infrastructure at a number of locations along this line which will allow the largest containers to pass through the identified bridges, tunnels and structures enabling the most efficient route to be used</p>	<p>Infrastructure constraints have been identified at 4 locations along the route:</p> <ul style="list-style-type: none"> <li>• Yarm tunnel</li> <li>• Green Lane Bridge, Yarm</li> <li>• Fullicar Lane, Northallerton</li> <li>• ECML tunnel, Northallerton</li> </ul>	Early Development	£7.1m CRSTS1	£20m+	<ul style="list-style-type: none"> <li>• An Outline Business Case has been developed for this project previously, which demonstrates a strong strategic rationale and benefit / cost ratio.</li> <li>• TVCA funding is being used to carry out further detailed design work and enable a Full Business Case to be developed.</li> <li>• The project has been identified on the DfT's Rail Network Enhancements Pipeline and will need to secure funding from this source for the delivery stage.</li> </ul>
<p><b><u>Redcar Central Station Project</u></b></p> <p>this project will deliver a package of station enhancement works to</p>	The focus of this project is to improve accessibility, through the refurbishment / provision of a new	Development	£3.5m CRSTS1	£4.5m	<ul style="list-style-type: none"> <li>• A bid has been made to the DfT's Access for All (AfA) funding for additional money to deliver this scheme.</li> <li>• The outcome of this process is expected to be known in summer 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
complement the proposed regeneration works to the old station building to create a community facility and business space.	footbridge with lifts or ramps and connectivity / passenger improvements.				
<p><b><u>Teesside Airport Station</u></b> This project will improve the dilapidated current station with its poor service with a new station and a regular train service providing access to Airport passengers and those working within the Airport estate</p>	<p>The project is being delivered as two different work packages phases:</p> <p><u>Phase 1 – Demolition and making safe of the existing station</u> due to the poor condition of the existing station it was necessary to demolish part of the station which was life expired on a safety basis in advance of any new development</p>	Early Development	£21.0m (comprising £1.0m TCF and £20.0m CRSTS2)	£21.0m	<ul style="list-style-type: none"> <li>The work to demolish the platform adjacent to the A67 and the footbridge has been completed.</li> <li>The remaining platform is being carefully monitored for subsidence / collapse.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	<u>Phase 2 – Development and delivery of the new station proposal</u>				<ul style="list-style-type: none"> <li>• Early-stage feasibility work was carried out previously.</li> <li>• The allocation of CRSTS2 funding provides a basis on which to develop this project further.</li> <li>• Additional work is being commissioned to update the previous study and reassess the options in view of recent developments across the Airport estate.</li> </ul>
<b><u>Station Accessibility and Modal Integration Enhancements</u></b> this is a programme of improvements across all stations in the Tees Valley, seeking to improve accessibility within the station for all users and	The project is being delivered as different work packages for each of the identified stations. All are at a relatively early stage of project development with the exception of:	Early Development	£9.5m CRSTS1	£9.5m	<ul style="list-style-type: none"> <li>• Initial proposals have been developed for the identified stations.</li> <li>• Further detailed design work being commissioned.</li> <li>• Discussions are taking place with DfT regarding a widening of the scope of this project to enable the development of additional CRSTS2 pipeline projects to take place using this project allocation.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
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.	<p><b><u>North Road Accessibility Improvements</u></b></p> <p>Works to improve access to the Railway Heritage Quarter within their site have partially improved access to North Road Station but there remains some elements which need further work to comply with current accessibility standards</p>				<ul style="list-style-type: none"> <li>Detailed proposals being developed</li> </ul>
<p><b><u>Line Speed and Capacity Improvements</u></b></p> <p>The purpose of this project is to look at the infrastructure constraints that are barriers to</p>	<p>Initial work has been carried out with the aim of:</p> <ul style="list-style-type: none"> <li>identifying and proposing solutions for locations where there are</li> </ul>	Early Development	£10.0m CRSTS1	£10.0m	<ul style="list-style-type: none"> <li>Initial work has been carried out to identify the barriers to a 2 train per hour frequency on all routes.</li> <li>Further work with Northern has identified that it is not possible to speed up journeys on the line between Middlesbrough and Saltburn by a significant amount of time.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
introducing new services / additional station stops.	<p>infrastructure constraints; and</p> <ul style="list-style-type: none"> <li>identifying where there are opportunities to increase line speed and reduce journey times.</li> </ul>				<ul style="list-style-type: none"> <li>Discussions are taking place with DfT regarding a widening of the scope of this project to enable the development of additional CRSTS2 pipeline projects to take place using this project allocation.</li> </ul>
<p><b><u>Electrification of the rail network from Northallerton to Saltburn</u></b></p> <p>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</p>	<ul style="list-style-type: none"> <li>Building upon initial work carried out by Network Rail to establish the viability, cost and approach to decarbonisation that meets TVCA's rail network aspirations</li> </ul>	Early Development	£3.0m CRSTS2	TBC	<ul style="list-style-type: none"> <li>Collaborating with Network Rail on work they are leading to develop a Co. Durham and Tees Valley Strategic Advice note to integrate the various aspirations, proposals and investments which are planned.</li> <li>Engaging with Network Rail and the wider rail industry regarding the scope of the project and procurement strategy</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
trains to operate to/from the Tees Valley.					
<b><u>Trains between Darlington and Hartlepool</u></b> Project to identify the specific infrastructure requirements to enable a rail service to be introduced between Darlington and Hartlepool and demonstrate the viability of running a new service.	<ul style="list-style-type: none"> <li>Building upon initial work carried out by Network Rail as part of the Darlington Station project which identified a number of locations as being constrained.</li> </ul>	Early Development	£40m CRSTS2	TBC	<ul style="list-style-type: none"> <li>Collaborating with Network Rail on work they are leading to develop a Co. Durham and Tees Valley Strategic Advice note to integrate the various aspirations, proposals and investments which are planned.</li> <li>Engaging with Network Rail and the wider rail industry regarding the scope of the project and procurement strategy</li> <li>Consultant in the process of being appointed to support this project</li> </ul>
<b><u>Middlesbrough to Nunthorpe Rail Enhancements</u></b> The project will develop an Outline Business Case for enhancements to the	<ul style="list-style-type: none"> <li>Identify the infrastructure upgrades that would be required to enable an increased train service</li> </ul>	Early Development	£1m CRSTS2	TBC	<ul style="list-style-type: none"> <li>Collaborating with Network Rail on work they are leading to develop a Co. Durham and Tees Valley Strategic Advice note to integrate the various aspirations, proposals and investments which are planned.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
whole Middlesbrough to Nunthorpe route to facilitate an increase in the frequency of trains on the line. The work will also need to demonstrate the viability of running an enhanced service.	frequency on this line to at least 2 TPH (trains per hour) in each direction and explore potential of further increases in frequency.				<ul style="list-style-type: none"> <li>Engaging with Network Rail and the wider rail industry regarding the scope of the project and procurement strategy</li> <li>Working closely with Redcar and Cleveland Borough Council and their consultants to ensure alignment with their own feasibility work for the development of a Nunthorpe Parkway Station.</li> <li>TVCA Consultant in the process of being appointed to support this project</li> </ul>
<p><b><u>East Cleveland Rail Feasibility Study</u></b></p> <p>The project will build upon previous feasibility work to determine the viability of re-introducing passenger services on the Saltburn to Boulby freight line in East Cleveland.</p>	<ul style="list-style-type: none"> <li>Review of existing studies and further development of the proposal using the RNEP framework to take the work to the end of the stage 2: Develop phase producing an OBC which can be used</li> </ul>	Early Development	£1m CRSTS2	TBC	<ul style="list-style-type: none"> <li>Collaborating with Network Rail on work they are leading to develop a Co. Durham and Tees Valley Strategic Advice note to integrate the various aspirations, proposals and investments which are planned.</li> <li>Engaging with Network Rail and the wider rail industry regarding the scope of the project and procurement strategy</li> <li>Engaging with Cleveland Potash to ensure their buy-in to the project and understand</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	to develop an investment strategy for the decision to design gateway.				<p>their requirements, constraints and assumptions given that they own and maintain the rail infrastructure beyond Skinningrove.</p> <ul style="list-style-type: none"> <li>• Consultant in the process of being appointed to support this project</li> </ul>
<p><b><u>West Dyke Road Level Crossing</u></b></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>	<ul style="list-style-type: none"> <li>• Review of any previous studies and development of potential options to address the rail capacity constraint and the address the delays caused to buses, car, cyclists and pedestrians from the barrier down time.</li> </ul>	Early Development	£1m CRSTS2	TBC	<ul style="list-style-type: none"> <li>• Engaging with Network Rail regarding the scope of the project and procurement strategy</li> <li>• Consultant in the process of being appointed to support this project</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b><u>Rail Devolution proposition</u></b> With significant investment in the rail infrastructure, this project will look at how rail devolution may be able to create an integrated approach to services / fares / customer experience and new trains</p>	<ul style="list-style-type: none"> <li>develop 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</li> </ul>	Early Development	£5.0m CRSTS2	TBC	<ul style="list-style-type: none"> <li>Consultant in the process of being appointed to support this project</li> </ul>
<p><b><u>Freight access to the rail network</u></b> The aim of this project seeks to support the achievement of the 75% growth target by 2050 by identifying sites which could be connected / re-connected to the rail network and promoting</p>	<ul style="list-style-type: none"> <li>Identify and explore with existing businesses and potential inward investors opportunities for transferring freight to rail and identify any improvements that are needed to</li> </ul>	Early Development	£35m CRSTS2	TBC	<ul style="list-style-type: none"> <li>Engaging with Network Rail and the Freight Team within the Great British Railways Transition Team regarding the scope of the project and procurement strategy</li> <li>Consultant in the process of being appointed to support this project</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
these to mobile inward investments.	support rail freight growth.				
<b>Active Travel Programme</b>					
<b><u>Linthorpe Road Phase 1</u></b>	The Linthorpe Road cycling scheme established a route for cyclists traveling between Middlesbrough Town Centre and Ayresome Street/Park Road South.	Completed	£2.0m (incl. ATF funding)	£2.0m	<ul style="list-style-type: none"> <li>The project is completed, but is currently under review.</li> </ul>
<b><u>Woodland Road Phase 1</u></b>	The Woodland Road Phase 1 scheme delivered safe facilities for pedestrians and cyclists along Woodland Road (A68) between	Completed	£1.7m	£1.7m	<ul style="list-style-type: none"> <li>The project is completed.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	Skinnergate and Hollyhurst Road.				
<b><u>Linthorpe Road Phase 2</u></b>	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	<ul style="list-style-type: none"> <li>All work on this scheme has stopped linked to the review of Linthorpe Road Phase 1 as outlined above.</li> </ul>
<b><u>Town Centre to Acklam and Hemlington</u></b>	This project would build upon Linthorpe Road Phases 1 and 2 and create a connection between Middlesbrough Town Centre and the surrounding	Early Development	£6.8m CRSTS1	£6.8m	<ul style="list-style-type: none"> <li>This scheme is at an early development stage with community engagement planned to start shortly</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	communities of Hemlington and Acklam.				
<b><u>Woodland Road Phase 2</u></b>	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 CRSTS1	£1.6m	<ul style="list-style-type: none"> <li>This scheme is being developed by Darlington Borough Council and is at an advance stage of development.</li> </ul>
<b><u>A68 to Cockerton and Faverdale</u></b>	This project will build upon the existing Woodland Road scheme and create a direct and convenient connection between the neighbouring communities of	Early Development	£1.2m CRSTS1	£1.2m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	Cockerton and Faverdale with Darlington Town Centre.				
<b><u>Nunthorpe to Guisborough</u></b>	<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</p>	Early Development	£4.3m CRSTS1	£4.3m (excl. RCBC LUF)	<ul style="list-style-type: none"> <li>• This scheme is in development.</li> <li>• Work is continuing with landowners to try to secure the necessary permissions to enable this scheme to be delivered.</li> <li>• Work is continuing with Network Rail to secure the access required for the scheme.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	part of their successful Levelling Up Fund project, Redcar & Cleveland Borough Council will be carrying out improvement works to the existing bridleway.				
<b><u>Redcar Town Centre to South Bank / Teesworks</u></b>	The proposed cycling scheme seeks to establish a connection between Redcar Town Centre and Teesworks to improve connectivity for the local community.	Early Development	£4.4m CRSTS1	£4.4m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Norton to Stockton Town Centre</u></b>	This scheme will provide safe facilities for pedestrians and cyclists along the Norton Road	Early Development	£2.6m CRSTS1	£2.6m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	Corridor between Stockton Town Centre and Norton.				
<b><u>Thornaby to Stockton Town Centre</u></b>	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	Early Development	£5.2m CRSTS1	£5.2m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	College and the Town Centre.				
<b><u>A689 Hartlepool Town Centre to Wolviston</u></b>	<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</p>	Advanced Development	£2.0m CRSTS1	£2.0m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	the first phases starting from the town centre and subsequent phases progressing towards the outskirts of the town as more funding becomes available.				
<b><u>Hartlepool Town Centre to the Headland</u></b>	This scheme will provide safe facilities for pedestrians and cyclists between Hartlepool Headland and Hartlepool Town Centre/Transport Interchange.	Early Development	£1.8m CRSTS1	£1.8m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Yarm Road to Teesside International Airport Business Park</u></b>	This scheme will provide safe facilities for pedestrians and cyclists	Early Development	£9.1m CRSTS1	£9.1m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	<p>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</p>				

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	centre and subsequent phases progressing towards the outskirts of the town as more funding becomes available.				
<b><u>Marton Road to Nunthorpe</u></b>	The proposed cycling scheme aims to establish a vital connection between the neighbouring communities of Nunthorpe and Marton with Middlesbrough Town Centre.	Early Development	£6.6m CRSTS1	£6.6m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Development of active travel hubs and cycle storage</u></b>	Tees Valley Active Travel Hubs, managed by Sustrans, have been	Early Development	£1.8m CRSTS1	£1.8m	<ul style="list-style-type: none"> <li>Further work is required to review the impact of this project. The key constraint is short-term revenue funding awards by</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	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.				Active Travel England, which is leading to TVCA being unable to take a long-term approach.
<b><u>Darlington Town Centre to Northgate</u></b>	The proposed cycling scheme is aimed at connecting Darlington Town Centre to Northgate, creating an accessible and safe route for cyclists.	Advanced Development	£0.2m LUF2	£0.2m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<b><u>Bowesfield Lane to Stockton Town Centre</u></b>	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.	Advanced Development	£4.4m LUF2	£4.4m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Stockton Town Centre to Bishopton Road</u></b>	The proposed cycling scheme seeks to establish a safer and more convenient connection between Stockton Town Centre and Stockton Railway Station.	Advanced Development	£1.6m LUF2	£1.6m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<b><u>Middlesbrough Town Centre to Newport Bridge</u></b>	The proposed cycling scheme seeks to create a crucial link between Newport Road and Middlesbrough Town Centre, improving connectivity and accessibility for residents.	Advanced Development	£2.8m LUF2	£2.8m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Middlesbrough Town Centre to South Bank</u></b>	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	Development	£2.2m LUF2	£2.2m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	opportunities at Teesworks.				
<b><u>Redcar Town Centre to West Dyke Road</u></b>	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	£3.2m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<b><u>Saltburn to Marske</u></b>	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	£2.0m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Hartlepool Town Centre to Catcote Road</u></b>	The proposed cycling scheme seeks to create a crucial link between Catcote Road and Hartlepool Town Centre, improving connectivity and accessibility for residents.	Advanced Development	£3.4m LUF2	£3.4m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Hartlepool Town Centre to Seaton Carew</u></b>	The proposed cycling scheme seeks to create a crucial link between Seaton Carew and	Advanced Development	£1.0m LUF2	£1.0m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	Hartlepool Town Centre, improving connectivity and accessibility for residents.				
<b><u>A689 Wynyard: Pedestrian &amp; Cycling Improvements Project – Phase 1</u></b>	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	Completed	£1.1m TCF	£1.1m	<ul style="list-style-type: none"> <li>The project is completed.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	Wynyard C of E Primary school.				
<b><u>A689 Wynyard: Pedestrian &amp; Cycling Improvements Project – Phase 2</u></b>	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.	Development	£5.8m TCF	£5.8m	<ul style="list-style-type: none"> <li>This scheme is currently in development and is being led by Stockton-on-Tees Borough Council.</li> </ul>
<b>Bus Programme</b>					
<b><u>Branksome to Red Hall</u></b>	This corridor provides connectivity into Darlington town centre	Early Development	£6.2m CRSTS1	£6.2m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	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.				
<b><u>Middlesbrough to Redcar</u></b>	This corridor provides an important connection to the major trauma centre and district general hospital at James Cook and Redcar	Early Development	£6.9m CRSTS1	£6.9m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	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.				
<b><u>Middlesbrough to Hartlepool</u></b>	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	Early Development	£14.7m CRSTS1	£14.7m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	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.				
<b><u>Ingleby Barwick to Middlesbrough</u></b>	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	Early Development	£1.7m CRSTS1	£1.7m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	serves many communities in the Stockton district who rely on bus journeys due to low car ownership.				
<b><u>Coulby Newham to Middlesbrough</u></b>	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.	Early Development	£2.6m CRSTS1	£2.6m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<b><u>Middlesbrough to East Cleveland Hospital</u></b>	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.	Early Development	£6.1m CRSTS1	£6.1m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Middlesbrough to Netherfields &amp; Overfields</u></b>	This corridor provides connectivity into Middlesbrough town	Early Development	£4.1m CRSTS1	£4.1m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	centre for various local communities where car ownership is below 50%, allowing them to access employment, educational and leisure opportunities.				
<b><u>Darlington to Middlesbrough</u></b>	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	Early Development	£0 (costs of projects identified within other corridors due to overlaps)	£0	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	employees can travel across districts to access employment.				
<b><u>Darlington to Durham</u></b>	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	Early Development	£4.0m CRSTS1	£4.0m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	between neighbouring authorities and bus operators.				
<b><u>Tees Valley wide Bus Shelter Improvements</u></b>	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.	Early Development	£1.0m CRSTS1	£1.0m	<ul style="list-style-type: none"> <li>This scheme is in development. Initial proposals are expected to be published for public engagement by June 2024.</li> </ul>
<b><u>Redevelop Middlesbrough Bus Station</u></b>		Early Development	£15.0m CRSTS2	£15.0m	<ul style="list-style-type: none"> <li>Need for alignment with Middlesbrough Development Corporation Masterplan.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
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					<ul style="list-style-type: none"> <li>Consultant in the process of being appointed to support this project</li> </ul>
<b>Decarbonisation Programme</b>					
<p><b><u>Electric vehicle programme</u></b></p> <p>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</p>	<p><b><u>Phase 1 – Publicly Owned Car Parks</u></b></p> <p>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.</p>	Delivery	£2.7m (comprising £2.0m TCF and £0.7m OVEZ)	£2.7m	<ul style="list-style-type: none"> <li>This programme of investment is almost complete with a small number of sites still needing to be completed in 2024 / 2025.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
transition to electric vehicles.					
	<u>Phase 2 – Additional EV Charging Infrastructure</u> This programme will seek to build upon the initial phase of investment in electric vehicle infrastructure.	Early Development	£2.0m CRSTS1	£2.0m	<ul style="list-style-type: none"> <li>• This scheme is in development.</li> <li>• The outcome of the LEVI funding process has been awaited to ensure that this money can be used to fill gaps in the delivery of other investment programmes.</li> </ul>
	<u>Phase 3 – On street Residential Charging</u> The Local Electric Vehicle Infrastructure (LEVI) bid is focused on providing on-street residential charging and leveraging private sector investment.	Advanced Development	£6.5m LEVI	£6.5m	<ul style="list-style-type: none"> <li>• Funding bid successful.</li> <li>• Project now mobilising to procure a partner to support the delivery of the programme.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b>Electric Buses</b></p> <p>The aim of this project was to support the bus operators in Tees Valley to decarbonise their fleet</p>	<p><u>Zero Emission Buses Regional Assistance (ZEBRA) Round 2</u></p> <p>Collaborative working with the operators to secure their funding commitment to the project and securing DfT ZEBRA support to enable a new fleet of electric buses to be introduced in Tees Valley</p>	Advanced Development	£0	£30.0m (comprising £22.2m of private bus operator funding and £7.8m of DfT ZEBRA funding)	<ul style="list-style-type: none"> <li>Project now mobilising in conjunction with bus operators</li> </ul>
<b>Digital and Innovation Programme</b>					
<p><b>Urban Traffic Management and Control (UTMC) System Upgrade</b></p> <p>The aim of this project was to ensure that the capacity and efficiency of the road</p>	<p>This project seeks to upgrade the Tees Valley UTMC system. UTMC systems are designed to allow the different applications used within</p>	Complete	£4.0m (incl £0.5m of Traffic Signals Grant Funding)	£4.0m	<ul style="list-style-type: none"> <li>This project is complete.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
network is maximised by using digital technology.	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.				
<p><b><u>Digital transport programme</u></b></p> <p>The aim of this project is to further enhance the capacity and efficiency of the road network through the deployment of additional assets.</p>	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	Early Development	<p>£10.0m CRSTS1</p> <p>£60.0m CRSTS2</p>	£10.0m	<ul style="list-style-type: none"> <li>• This programme is in development.</li> <li>• The initial priority has been for the development of a real-time predictive traffic management system. This will provide a digital twin of the Tees Valley network which allows for accurate simulations and predictions.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	enhance the efficiency and effectiveness of the current transport system.				
<p><b><u>Traffic Signals Obsolescence Grant</u></b></p> <p>The aim of this project is to upgrade obsolete traffic signal systems and improve reliability, primarily at sites using halogen lamps and legacy 2g/3g communications but also aimed at unreliable and obsolete equipment more generally.</p>	<p>Obsolete assets identified by UTMC / Traffic Signals team at Middlesbrough Council and agreed with each local authority. TVCA to co-ordinate the works to be delivered</p>	<p>Advance Development</p>	<p>£0</p>	<p>£2.5m</p>	<ul style="list-style-type: none"> <li>• Delivery plans being agreed in each local authority area.</li> </ul>
<p><b><u>Autonomous Trams</u></b></p> <p>This project is to explore the introduction of an</p>	<p>Engaging with key industry stakeholders to commence the technical</p>	<p>Early Development</p>	<p>£20.0m CRSTS2</p>	<p>£20.0m+</p>	<ul style="list-style-type: none"> <li>• A high-level concept proposal for this project is in development.</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
autonomous 'tram-like service' alongside the associated digital infrastructure to enable the trams to operate. The introduction of smaller autonomous pods will also be explored.	project feasibility work. This will explore the technical aspects of the autonomous vehicles and the required digital infrastructure.				
<b>Accessing Opportunity Programme</b>					
<b><u>Wheels to Work</u></b> This project is to help overcome transport barriers to accessing employment, education and training by hiring electric motorcycles and e-bikes to working aged people for a short period at a subsidised cost	This project is being delivered in phases:				
	Phase 1: Roll-out Following the successful pilot project this is the delivery of the scheme over the period 2021 - 2024	Delivery	£1.1m (comprising £0.38m TCF Capital and c£700k Revenue)	£1.1m	<ul style="list-style-type: none"> <li>This project is currently being delivered with a number of beneficiaries currently using the scheme.</li> </ul>
	Phase 2: Fleet Replacement	Early Development	£0.5m CRSTS1 Capital	£0.5m	<ul style="list-style-type: none"> <li>This programme is in development. Consideration is being given to a range of different options.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b><u>Implementing solutions to overcome barriers to employment</u></b></p> <p>The project will develop a new scheme in collaboration with the Business Board</p>	<p>This is a commitment of funding to allow the existing vehicle fleet to be replace.</p>				
	<p>The project will explore the potential to:</p> <ul style="list-style-type: none"> <li>provide subsidised access to cars and is linked to employers.</li> </ul>	<p>Early Development</p>	<p>£10m CRSTS2</p>	<p>£10m</p>	<ul style="list-style-type: none"> <li>TVCA are working on the development of a proposal and have agreed to work closely with the Business Board.</li> </ul>
	<ul style="list-style-type: none"> <li>partner with a mobility provider to implement a personalised, on-demand, affordable mobility solution targeted at specific cohorts where transport is a barrier</li> </ul>				

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	to accessing the labour market.				
<b>Town Centre and Place Based Programme</b>					
<p><b><u>Transforming Town Centre Accessibility</u></b></p> <p>This project seeks to ensure 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.</p>	<p>Identify and agree a programme of specific eligible projects within the Hartlepool and Middlesbrough Development Corporation areas and which support other town centre regeneration initiatives.</p>	<p>Early Development</p>	<p>£31.0m CRSTS1</p>	<p>£31.0m</p>	<ul style="list-style-type: none"> <li>• Mayoral Development Corporation masterplans published and potential projects currently being scoped.</li> <li>• Discussions on-going regarding other potential schemes to be funded as part of this project.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b><u>Tees Valley Care and Health Innovation Zone Package</u></b></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>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>There is also £10m within the funding allocation to deliver smaller-scale improvements to Thornaby Station, to</p>	Early Development	£150m CRSTS2	£150m	<ul style="list-style-type: none"> <li>• Masterplan document for the Tees Valley Care and Health Innovation Zone nearing completion.</li> <li>• Collaborating with Network Rail on work they are leading to develop a Co. Durham and Tees Valley Strategic Advice note to integrate the various aspirations, proposals and investments which are planned.</li> <li>• Engaging with Network Rail and the wider rail industry regarding the scope of the project and procurement strategy</li> <li>• Consultant in the process of being appointed to support this project</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	create a multi-modal hub and better connect the station with the surrounding area.				
<b>Roads Programme</b>					
<b><u>Local Highway Authority Consolidated Funding</u></b> This money is now incorporated into the CRSTS Programme to provide increased flexibility from the previous 1 year settlements.	This is an allocation of funding for each of the five local authorities and is a 5-year settlement for the period 2022 – 2027 (CRSTS1) and 2027 – 2032 (CRSTS2) based upon the level awarded for 2020/21.	Delivery	£165.9m (comprising £82.9m CRSTS1 £83.0m CRSTS2)	£82.89m	<ul style="list-style-type: none"> <li>• 5-year Funding Agreement Letters in place awarding a proportion of this money to the local highway authorities.</li> <li>• Annual reconfirmation of funding issued once confirmation is received by TVCA from DfT.</li> </ul>
<b><u>Darlington Northern Link Road</u></b> The project will provide a new strategic link better connecting the A66 to the		Early Development	£250m CRSTS2	£250m	<ul style="list-style-type: none"> <li>• Engaging with Darlington Borough Council to progress this project.</li> <li>• Consultant in the process of being appointed to support this project</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
A1(M) to the north of Darlington.					<ul style="list-style-type: none"> <li>On-going discussions with DfT around funding this development work.</li> </ul>
<p><b><u>A66 resilience</u></b></p> <p>The project 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>	Includes carriageway resurfacing, remediation work on bridges and structures, and safety barrier replacement.	Early Development	£20m CRSTS2	£20m	<ul style="list-style-type: none"> <li>Engaging with Middlesbrough Council to develop the detail of this proposal.</li> <li>On-going discussions with DfT around funding the delivery of this project.</li> </ul>
<p><b><u>A66 Addressing capacity constraints</u></b></p> <p><b><u>Middlesbrough – Teesport – Redcar</u></b></p> <p>The project will ensure that capacity constraints along the A66 are addressed to enhance east-west connectivity.</p>	<p>There are four packages of work:</p> <ul style="list-style-type: none"> <li>A174 / A1053 Greystones Roundabout – lane widening, improvements to A174 eastbound exit, a new link through</li> </ul>	Advance Development	£40m CRSTS2	£40m	<ul style="list-style-type: none"> <li>Engaging with Teesworks, Redcar and Cleveland Council and Middlesbrough Council to develop the detail of this proposal.</li> <li>On-going discussions with DfT around funding the delivery of this project.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	<p>the roundabout i.e. a through-about, and other minor improvements.</p> <ul style="list-style-type: none"> <li>• A1085 Trunk Road roundabout – lane widening and other minor improvements.</li> <li>• Tees Dock Road / Lackenby Access roundabout – lane widening and other minor improvements.</li> <li>• a smaller package of works required on Cargo Fleet Lane/Longlands Road and the A66/A1032 Newport Interchange.</li> </ul>				

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b><u>British Steel Lorry Park</u></b> 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>Advance Development</p>	<p>£20m CRSTS2</p>	<p>£20m</p>	<ul style="list-style-type: none"> <li>Engaging with Teesworks, Redcar and Cleveland Council and Middlesbrough Council to develop the detail of this proposal.</li> <li>On-going discussions with DfT around funding the delivery of this project.</li> </ul>
<p><b><u>A689 corridor improvements</u></b> The package of interventions on the A689 corridor will address congestion pinch points, increase capacity, improve resilience, improve journey time reliability, reduce</p>		<p>Advance Development</p>	<p>£50m CRSTS2</p>	<p>£50m</p>	<ul style="list-style-type: none"> <li>Review of previous progress made to develop this project.</li> <li>Procurement strategy to support this project in development</li> <li>Will be engaging with Hartlepool Borough Council and Stockton Council to progress the development of this project</li> </ul>



Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
	journey times, improve access to multiple strategic employment locations and facilitate housing growth in the surrounding area.				<ul style="list-style-type: none"> <li>On-going discussions with DfT around funding this development work.</li> </ul>
<p><b><u>A19 New Tees Crossing</u></b></p> <p>The project will enable further work to be undertaken to develop an alternative, lower risk option to the one proposed in the Outline Business Case, given the change in circumstances since the original work was completed.</p>		Early Development	£15m CRSTS2	£15m	<ul style="list-style-type: none"> <li>Engaging with National Highways to agree a procurement and delivery strategy to progress this project.</li> <li>On-going discussions with DfT around funding this development work.</li> </ul>
<p><b><u>A19, grade separated junction, Elwick bypass</u></b></p>		Advance Development	£5m CRSTS2		<ul style="list-style-type: none"> <li>Engaging with Hartlepool Borough Council who are leading the development of this</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b><u>and Hartlepool Western Link</u></b></p> <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>project to agree a forward programme of activity.</p>
<p><b><u>Eastern Tees crossing feasibility</u></b></p> <p>This project will further explore the concept of an additional crossing over the River Tees to the east, linking Hartlepool and Redcar.</p>		<p>Early Development</p>	<p>£1m CRSTS2</p>	<p>£1m</p>	<ul style="list-style-type: none"> <li>• Will be engaging with Redcar and Cleveland Borough Council and Hartlepool Councils to progress this project.</li> <li>• On-going discussions with DfT around funding this work.</li> </ul>

Project	Description	Status	TVCA Funding Allocation	Estimated Total Project	Progress
<p><b><u>Transporter Bridge</u></b> A package of interventions will be required to bring the bridge back to full operational capacity</p>		Early Development	£30m CRSTS2	£30m	<ul style="list-style-type: none"> <li>• Additional funding opportunities being explored as a means of supplementing the CRSTS2 allocation.</li> <li>• Engaging with Middlesbrough Council and Stockton Borough Council to carry out initial development work.</li> </ul>
<p><b><u>Improving local journeys to employment, health and education</u></b> This project will build upon the CRSTS1 Programme of investments in active travel and bus priority</p>		Early Development	£45m CRSTS2	£45m	<ul style="list-style-type: none"> <li>• Local Cycling Walking Infrastructure Plan to be reviewed to establish next phase of improvements.</li> <li>• Bus priority corridor work to be reviewed when design work is further progressed to potentially identify further opportunities.</li> </ul>



AGENDA ITEM 8  
REPORT TO THE TEES VALLEY  
COMBINED AUTHORITY  
TRANSPORT COMMITTEE

28 MAY 2024

REPORT OF THE  
DIRECTOR OF INFRASTRUCTURE

## **TEES VALLEY U21 BUS FARE OFFER**

### **SUMMARY**

This note provides an update on the £1 single and £3 day ticket offer for Tees Valley passengers aged 21 and under.

### **RECOMMENDATION**

That Transport Committee note the content of the report.

### **DETAIL**

1. Across 2023/24 and 2024/25, TVCA has received a total BSIP allocation of £6,910m. Whilst some of this funding has been allocated to supporting local services and enhancing the customer experience for bus users, TVCA is also utilising part of the funding to implement an U21 bus fare offer.
2. The proposal to implement an U21 bus fare offer is a long-standing commitment set out in the [Bus Service Improvement Plan](#) (BSIP). This is a key element of improving the fare offer for bus users and also aligns with the offer in place across the North East.
3. The scheme will be commencing on Sunday 16<sup>th</sup> June 2024, and bus operators will be reimbursed based on actual trips.
4. The offer means anyone aged 21 or under will travel for no more than £1 on single journeys. This is a capped fare, so no fares will increase as a result.
5. In addition to the capped single fare, a £3 day ticket for the same age range is also being implemented that can be used across all Tees Valley bus services.



6. All terms and conditions will be consistent with the North East offer currently in place, which will help to provide a consistent message to passengers.

### **SCHEME COSTS**

7. The scheme will initially be funded for 1 year (from June 2024 – June 2025). TVCA will review reimbursement throughout the year to ensure operators are being paid on a 'no better, no worse' basis, based on the actual number of trips. There is a contingency within the scheme budget to help manage any uncertainties throughout the year, such as the potential government withdrawal of the £2 fare cap in December 2024. The total budgeted cost for the scheme is therefore £3,468m.

### **CROSS BOUNDARY SERVICES**

8. Capped single journey fares will apply to any service boarding within the North East area. This means that Transport North East will pick up the reimbursement for any service beginning in their authority area, and vice versa for Tees Valley boardings.
9. There will be some cross boundary journeys permitted into North Yorkshire (for journeys going to Stokesley, Great Ayton, Hutton Rudby and Hinderwell). However, as this offer is not in place within North Yorkshire currently, most cross boundary services going into North Yorkshire are not applicable to the scheme.
10. The £3 day ticket will only be for use within the Tees Valley.

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**REPORT TO THE TEES VALLEY  
COMBINED AUTHORITY TRANSPORT COMMITTEE**

**28 MAY 2024**

**REPORT OF THE CHIEF LEGAL OFFICER AND MONITORING OFFICER**

**OVERVIEW AND SCRUTINY COMMITTEE: BUSES SUB-COMMITTEE REPORT**

At its meeting on 14 July 2023 the Overview and Scrutiny Committee established a Sub-Committee to review whether TVCA decisions and policies were improving bus services for the residents of the Tees Valley.

A copy of the review that was undertaken is attached as **appendix one** to this report.

It is intended that progress against each of the recommendations contained within the review document are to be tracked by the Overview and Scrutiny Committee through the implementation of a recommendation tracking system.

**RECOMMENDATION**

That Transport Committee notes the contents of the report and submits any comments and feedback it has to the Overview and Scrutiny Committee.

**DETAIL**

1. The Sub-Committee undertook working group sessions to gather information. Representatives from Arriva and Stagecoach were invited to attend the working group sessions to assist with the review, provide feedback and respond to members' questions and comments.
2. Interim updates were provided to the Overview and Scrutiny Committee meetings in November 2023 and January 2024 (informal update as the meeting was inquorate) to ensure that the Overview and Scrutiny Committee was kept up to date with how the review was progressing and ask questions.
3. At the February Overview and Scrutiny Committee meeting, the Chair of the Buses Sub-Committee, Councillor Branson, presented a draft version of the final report for the Overview and Scrutiny Committee to consider and agree. Overview and Scrutiny Committee approved the report with it subsequently being submitted to Cabinet.
4. The final report was endorsed by Cabinet on 15 March 2024.



### **FINANCIAL IMPLICATIONS**

5. There are no financial implications associated with this report.

### **LEGAL IMPLICATIONS**

6. There are no legal implications associated with this report.

### **RISK ASSESSMENT**

7. This report is categorised as low risk.

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### REPORT TO THE TVCA OVERVIEW AND SCRUTINY COMMITTEE

22 FEBRUARY 2024

### REPORT OF THE CHAIR OF THE BUSES SUB-COMMITTEE

#### REVIEW OF BUSES

##### 1. BACKGROUND AND INTRODUCTION

The Overview and Scrutiny Committee established a Sub-Committee on 14 July 2023 to review the area of buses and report back its findings to the Overview and Scrutiny Committee.

The following Members were appointed to the Sub-Committee:

Councillor David Branson (Chair) (Middlesbrough Council)  
Councillor Sonia Kane (Darlington Borough Council)  
Councillor Brenda Harrison (Hartlepool Borough Council)  
Councillor Steven Nelson (Stockton Borough Council)  
Councillor Margaret O'Donoghue (Redcar and Cleveland Borough Council).

The focus of the Sub-Committee was to:

- i) Identify whether TVCA decisions and policies were improving bus services for residents of the Tees Valley.
- ii) Review the relationship between bus operators and local authorities / TVCA.
- iii) Consider additional activities aimed at improving services.

##### 2. RECOMMENDATIONS

The Overview and Scrutiny Committee recommends to Cabinet:

- a) That the Chair of the Overview and Scrutiny Committee writes to the TVCA constituent local authorities presenting the Sub-Committee's review on buses with specific reference to:
  - i) The importance of ensuring early engagement with bus operators when establishing route requirements for new developments; and
  - ii) The need to explore opportunities through the Section 106 process when engaging with bus operators.



- b) That the Overview and Scrutiny Committee welcomes the attendance of bus operators at local bus user groups and is supportive of this practice being extended to bus user groups across the Tees Valley where such opportunities exist.
- c) That the Overview and Scrutiny Committee receives a report back on the implementation of real time bus information across the Tees Valley as part of its regular monitoring and tracking of recommendations.
- d) That progress made against the above recommendations is to be reviewed as part of a recommendation tracking system to be introduced by the Overview and Scrutiny Committee.

### **3. DETAIL**

#### **Scoping and review**

The outline purpose of the review was to review the decisions and policies developed by TVCA in relation to bus services.

The key aims were established during an initial scoping exercise of the Sub-Committee on 7 September 2023.

#### **Summary of Sessions**

##### **First Session**

The Sub-Committee first met on the 7 September 2023 to begin a scoping exercise to establish parameters for the review. The Sub-Committee sought to establish key areas to review and agreed to focus on four of the five priorities of the Bus Service Improvement Plan (BSIP).

The Sub-Committee identified relevant witnesses within TVCA and externally to attend future sessions to assist with information and evidence gathering.

##### **Second Session**

Members were joined by the Director of Infrastructure and colleagues from TVCA Transport team.

The following points were discussed:

- Members discussed patronage and data relating to the £2 fare cap. Members explored the reduction in bus usage and trends that had resulted in a fall in users. Members considered engagement exercises with users and potentially creating a bus user group covering the Tees Valley network. The Sub-

Anything is possible

Committee was advised that trends were national issues and that local / national surveys had been held to understand bus usage. Members felt that bus shelter infrastructure was lacking in some areas and that real time bus information would benefit service users. Members particularly highlighted the benefits of introducing bus stop real time information across the network.

- Members discussed whether aspects of the BSIP were 'protecting' existing services rather than 'enhancing'. It was felt that more could be done in the infancy of planning to support route creation / provision in new housing estates. Members were informed that suburban routes often needed to be subsidised and that planning regulation responsibilities sat with the local planning authorities not the TVCA. Members questioned whether deprived areas within the Tees Valley were less connected and that this could be a contributing factor to the reduction in job opportunities.
- Members agreed that it would be helpful to meet with the two main bus operators in Tees Valley, with sessions being set up separately with Arriva and Stagecoach representatives. It was agreed to focus the sessions on four priority areas of the Bus Service Improvement Plan (BSIP); Sustainable Network for the Future; Bus Priority Improvements; Improved Fare Offer; and Enhanced Customer Experience.

## **Meeting with Arriva**

The Sub-Committee met with the Arriva Commercial Director for Yorkshire and the North-East on 7 December 2023. The representative was informed about the purpose of the Sub-Committee and provided with the key priorities of the session.

The following key areas were discussed:

### Links to new housing developments

Members raised the topic of bus route development and the challenges faced by Arriva in the Tees Valley. Members were informed that one of the key issues for developing bus routes for new developments was that they were often not immediately available, and it caused residents to develop alternative arrangements that became ingrained. It was advised that improvements could be made in the planning stages with Section 106 agreements to ensure that routes were developed in time. It was noted that developers were generally pro-active with service providers in the pre-planning stage.

Members discussed the benefits of involving operators in the development of routes much earlier in the process. It was reported that in some areas, routes were agreed in advance of being required. Members discussed Section 106 funding, and the pressures and challenges faced due to other demands on the funding.

## Bus Fares

Members were informed that the current £2 fare scheme was to end in December 2023 with a replacement subsidy to be provided by the Department for Transport (DfT) up to December 2024. The representative from Arriva felt that the provision was not a long-term solution and that people needed to be incentivised to shift their preferred mode of transport to buses. Members considered example areas with significant bus priority measures that promoted usage, for example, increased parking charges and active driver discouragement measures to support patronage. Members discussed opportunities to meet with bus operators to review the existing network and recommend improvements.

The Sub-Committee considered the demographic of bus users, with members being informed that whilst most age groups had not returned to buses post pandemic, there had been a significant increase in younger patronage. It was advised that the introduction of a north-east transport initiative existed to encourage bus uptake amongst young people.

## Frequency, Real Time Information, and Transport Hubs

Members discussed the availability of evening and weekend services and were informed that these types of services were typically a financial challenge to operate with reduced patronage. It was noted that bus operators regularly reviewed services and had removed some where patronage was low.

Members requested an understanding of Bus Real Time Information (RTI), and were informed that Arriva provided this data on its app. It was reported that information was pulled from service providers and provided on bustimes.org which collated current and historic data. Members were informed that TVCA had an investment strategy to implement a Tees Valley wide RTI system. It was reported that real time bus information was mainly focussed on town centres and the busiest bus corridors.

The Sub-Committee explored the option of transport hubs. It was reported that a significant challenge was accessibility for buses, with suitable spaces for turnaround often not available. Equally, funding opportunities were either specifically for rail or buses with no joint funding opportunities available. Officers highlighted that TVCA was seeking to create a transport system that integrated all modes.

## **Meeting with Stagecoach**

Members met with the Managing Director of Stagecoach North-East on 20 December 2023. The representative was informed about the purpose of the Sub-Committee and provided with the key priorities of the session.



### Links to new housing developments

Members discussed Section 106 funding and the need for early intervention measures to be introduced. Members were informed that different approaches were applied across the UK, but more work was needed in the Tees Valley to encourage developers to work with operators to establish routes.

Members were informed that bus operators were aware of the importance of establishing stronger networks and engaging with local groups to understand the needs of the community. It was noted that there could be opportunity to establish a more joined-up approach between operators.

### Bus Fares

Members discussed the £2 bus fare cap. Members were informed that funding was currently in place up until December 2024.

Whilst the cap had improved patronage for some operators there were still concerns about reliability which was largely dependent on bus priority measures. It was noted that there were opportunities for improvements if increased resources were available for bus prioritisation improvements. The Director of Infrastructure advised that capital resource was available to support this area, however this was reliant on stakeholder support for investment in road space re-allocation for buses.

### Frequency, Real Time Information, and Transport Hubs

Members raised concerns about the frequency of services both in terms of turning up and operational timings. Members were informed that these were issues faced by all bus operators. In relation to late night services, it was advised that these were often not cost effective and staffing the services was challenging.

Members requested an update on Real Time Information in relation to Stagecoach. It was advised that bus operators had websites and apps that showed this information, but that TVCA had an investment strategy to implement a Tees Valley wide system.

In relation to transport hubs, Members were advised that bus priority measures had been considered in Middlesbrough pre-pandemic, however, these conversations had stalled. It was noted that there was a need to ensure the right infrastructure was in place, and that opportunities existed to integrate transportation modes with the development of train stations.

Anything is possible

## Third Session

The third and final session of the Sub-Committee met on 28 January 2024 to draw together conclusions and recommendations. The TVCA Cabinet Transport portfolio holder attended the session to assist with members' queries and provide feedback, particularly in ensuring that there was no duplication of effort by the Sub-Committee and Transport Committee.

The following points were discussed:

Members discussed recommendations in relation to key priorities contained within the BSIP.

These were as follows;

- Sustainable Transport for the future;
- Bus Priority Improvements;
- Improved Fare Offer; and
- Enhanced Customer Service.

Members discussed key areas with the TVCA Cabinet Transport portfolio holder. Several recommendations arising from the sessions that had taken place were identified and agreed. These recommendations are set out on page one of this report.

## **4. FINANCIAL IMPLICATIONS**

There are no specific financial implications to this report.

## **5. LEGAL IMPLICATIONS**

There are no specific legal implications from the proposal arising from this report.

## **6. RISK ASSESSMENT**

There are no specific risks associated with this report.

## **7. CONSULTATION AND COMMUNICATION**

Tom Bryant, Director of Infrastructure, TVCA – Attended to provide technical expertise as part of the Sub-Committee's review.

Alan Weston, Head of Transport, TVCA – Attended to provide technical expertise as part of the Sub-Committee's review.

Emily Campbell, Transport Delivery Manager, TVCA – Attended to provide technical expertise as part of the Sub-Committee's review.



Representatives from Arriva and Stagecoach – Representatives attended to provide evidence as part of the Sub-Committee’s review.

## **8. DEFINITIONS**

- **BSIP:** Bus Service Improvement Plan
- **UTMC:** Urban Traffic Management and Control system
- **RTI:** Real Time Information

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