

**Delegated Decisions of Tees Valley Combined Authority
June 2019 to June 2024**

| Project | Cost | Date |
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| <p>Innovation & Skills Quarter 2 – Shades Hartlepool Borough Council is the lead and this supports the regeneration of the church Street area in Hartlepool. Shades is the redevelopment of the Grade II listed former public house/hotel to provide commercial business premises with a view to operating as a visitor attraction, as well as providing opportunities for training and work experience.</p> | £740,000 | 12/07/2019 |
| <p>Darlington Rail Heritage Quarter – Business Case Development Release funding allocated by cabinet to develop the project to RIBA Stage 3 and enable survey work, site acquisition, car parking and preparation of the NLHF Bid as part of the overall business case development.</p> | £1,945,000 | 23/07/2019 |
| <p>Festival & Events Programme Funding approved for several events and festivals across the Tees Valley in 2019 in advance of a programme business case coming forward to Cabinet.</p> | £320,000 | 23/07/2019 |
| <p>Integrated Transport Programme Advance funding to deliver and fund development work on the following projects:</p> <ul style="list-style-type: none"> • Bus Improvement Corridors • Demand Responsive Transport • Local Cycling & Walking Infrastructure Plan • Electric Vehicle Charging Infrastructure Plan | £550,000 | 13/08/2019 |
| <p>Integrated Transport Programme Advanced funding for a number of projects:</p> <ul style="list-style-type: none"> • Bus Improvement Corridors • Local Cycling & Walking Infrastructure Plan • Electric Vehicle Charging Infrastructure Plan | £300,000 | 07/11/2019 |
| <p>Wheels to Work Funding was approved to an existing project to provide an additional 30 scooters to deal with immediate demand. Approval to extend the project further to be sought through the Integrated Transport Programme.</p> | £65,000 | 10/09/2019 |
| <p>Strength in Places A proposal was submitted in September 2018 to the Strength in Places fund for a potential project around the hydrogen economy. The submission was successful at outline stage and was invited to submit a full proposal in September 2019. The Leeds-Tees Valley Hydrogen Corridor project will look at the use of hydrogen in the Tees Valley and Leeds city regions, focusing on lowering carbon emissions and driving economic regeneration. The project will focus on: Hydrogen as a fuel to decarbonize energy intensive industries Hydrogen as a fuel for transport (trains) Hydrogen as a domestic fuel. Having a zero carbon cost effective energy solution, alongside cost effective carbon capture and storage will be a big driver for companies to locate onto the STDC site.</p> | £950,000 | 18/09/2019 |

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| <p>Middlesbrough Station – Business Case Development Release funding allocated by cabinet to advance the development of train service capacity improvements, station undercroft and forecourt and passenger facility improvements.</p> | £1,250,000 | 07/10/2019 |
| <p>Stockton International Riverside Festival The Stockton International Riverside Festival is an annual free outdoor arts and street theatre festival in Stockton-on-Tees. In collaboration with companies such as the Stockton Arts Centre and performers, it creates a unique and entertaining programme of arts, commissioned work and select performances. Taking place over four days in August, it attracts international artists performing to thousands of spectators.</p> | £57,000 | 29/10/2019 |
| <p>Darlington Station Project – urgent land acquisition Funding released in advance of the outline Business Case. There are a number of sites identified for acquisition to help ensure the “Station Gateway” elements of the overall scheme can be delivered to the Transforming Cities Fund timeframe. This is to secure the purchase of a key site in agreement with the land owner.</p> | £400,000 | 31/10/2019 |
| <p>Feasibility Report – District Heating Funds needed to match with Darlington Borough Council to look to deliver techno-feasibility study following masterplan Scope for District Heating provision to LA and commercial properties in Darlington City Centre. Initial scoping report delivered and funded by BEIS via the Heat Network Delivery Unit. DBC have got match funding in place and are ready to proceed</p> | £10,000 | 04/11/2019 |
| <p>Central Park – Incubation Space & Office Development Approval was previously given for £10m for the Central Park CPI Healthcare Futures Centre project. A business case was submitted, and due diligence has been undertaken which resulted in changes to the delivery mechanism for this project. This has resulted in a need for Darlington Council to redesign their Business Central 2 project to incorporate incubation space. Due to the project changes a requirement for £500,000 in advance of the business case submission is requested to complete the design work that feeds into both the TVCA and ERDF business case.</p> | £500,000 | 15/11/2019 |
| <p>IGF Programme Funding to ‘The Indigenous Growth Programme’. The programme has been developed to promote area regeneration in support of economic growth in each of the five key settlements of the Tees Valley and is forecast to deliver overarching programme benefits of:</p> <ul style="list-style-type: none"> • 4,999 direct jobs by 2027; and • £240 million of additional GVA per annum by 2027. | £50,000,000 | 18/11/2019 |
| <p>Revitalising Redcar Project Approval was previously given for up to £20million for the ‘Revitalising Redcar & Cleveland’ Programme. £1,199,829 (6%) is sought as advance funding for Redcar & Cleveland Borough Council to develop project business cases to be considered under delegated arrangements as set out in the Assurance Framework.</p> | £1,199,829 | 29/11/2019 |

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| This expenditure will ensure the Regent Cinema, Coatham Development and Redcar Station is developed through RIBA Stages 1- 4 which will inform the overarching programme business case and subsequent call off of funds. | | |
| <p>Supporting offshore wind supply chain projects across the Tees Valley</p> <p>This work aligns with the Business Growth and the Research, Development, Innovation and Energy themes within the SEP.</p> <p>This specifically supports the Development of key sector networks to encourage knowledge transfer/collaboration as identified in both the Advanced manufacturing and Process, Chemicals and Sector Action Plans.</p> <p>The offshore wind sector is identified as a key opportunity with the draft Local Industrial Strategy and as a key sector for potential occupiers of the South Tees Development Corporation.</p> | £65,000 | 12/12/2019 |
| <p>TeesAMP Footway/Cycleway</p> <p>Advanced funding to fund the design of the scheme to RIBA Stage 3 (or equivalent); as well as undertaking ecological surveys and other investigations necessary with consolidating an existing route in an area that is currently unlit and unsuitable for sustainable transport users.</p> | £50,000 | 16/01/2020 |
| <p>Amend criteria for Apprenticeship Support for Employers Grant</p> <p>Funding to amend the current criteria for the Apprenticeship Support for Employers Grant specifically to:</p> <ul style="list-style-type: none"> • Widen the business sectors eligible for the grant • Simplify the grant offer • Widen the eligibility age range for apprentices to include 16-18year-olds and • Provide two values of individual grants available to employers dependent on age of apprentice. | £826,000 | 27/01/2020 |
| <p>BoHo Digital City Project</p> <p>Funding to allow the project to progress as a major capital construction scheme to deliver specialist business accommodation for the digital sector at St Hilda's Enterprise Zone in the Middlehaven regeneration area of Middlesbrough.</p> | £20,000,000 | 17/02/2020 |
| <p>Tees Valley Employment & Skills Programme</p> <p>Funding for the Tees Valley Employment & Skills Programme to deliver significant economic benefits. The Programme brings together and extends existing Apprenticeship and Routes to Work activity that has been externally funded with newly proposed Workforce Planning Support activity, utilizing TVCA funds to form a joined-up programme for delivery.</p> | £4,750,000 | 17/02/2020 |
| <p>Borderlands</p> <p>Tees Valley Local Cycling and Walking Infrastructure Plan (LWCIP)</p> <p>The Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP) outlines the Combined Authority's plans to make walking and cycling easier, as set out in the government's Cycling and Walking Investment Strategy. The plan is the beginning</p> | £50,000 | 21/02/2020 |

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| <p>of a long-term approach to delivering a step-change in local cycling and walking networks, which aims to deliver safe, direct, coherent, comfortable and attractive routes across Tees Valley.</p> <p>The Combined Authority is currently in the process of 4rioritize the business case for the Tees Valley LCWIP, which will provide the assurance required to commit the funding already secured through the Integrated Transport Programme.</p> <p>The advanced funding will enable:</p> <ul style="list-style-type: none"> • Design and delivery readiness of Phase 1 of the two Active Travel Fund corridors to meet the DfT’s tight delivery timescales; • Detailed design, consultation and delivery readiness of Phase 1 of a further three priority corridors, to meet the deadlines of the Transforming Cities Fund; • A review of the LCWIP programme and the development of a pipeline of future 4rioritized corridors; • The design, consultation and delivery readiness of further priority corridors, which will put the Combined Authority in a strong position for future funding settlements and bidding opportunities; and • Installation of monitoring equipment along the priority corridors to enable the impact of the investment to be monitored, before and after construction. | | |
| <p>Darlington Station – urgent land acquisition</p> <p>Funding released in advance of the outline Business Case. There are several sites identified for acquisition to help ensure the “Station Gateway” elements of the overall scheme can be delivered to the Transforming Cities Fund timeframe. This is to secure the purchase of a key site in agreement with the landowner.</p> | £182,976 | 03/03/2020 |
| <p>Teesside University STDC Gateway Project</p> <p>The Innovation Programme includes a project led by Teesside University to create an innovation and incubation hub, based on the existing Materials Processing Institute (MPI) campus, focused on clean growth, hydrogen and the circular economy. This will deliver a “gateway” to the wider STDC. This project is currently at an early stage in its development and intensive development is required over the next 6 months including design of the capital build. This decision is to commit an advance of the TVCA allocation to accelerate this work and meet the ERDF deadline. TVCA is working collaboratively with Teesside University to develop this business case and ERDF application.</p> | £350,000 | 04/03/2020 |
| <p>Animex 2020 Marketing & Communication</p> <p>The Business Growth Programme includes an allocation of £1.7m for Strategic Marketing of Tees Valley. A business case is currently being produced that considers a programme of strategic marketing across the 4rioritized4. Part of this programme will be to support events that contribute to our strategic marketing aims including attracting investment and local skills development in key sectors. In advance of this business case an opportunity has arisen to support the Animex 2025 Vision with Teesside University. The 2025 vision is to be delivered in three</p> | £40,000 | 10/03/2020 |

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| phases. | | |
| <p>Darlington link Road Development Funding</p> <p>An enhanced Strategic Outline Business Case for the Darlington Link Road has been produced. This is an outline business case, but without a definitive delivery/commercial case with a value for money assessment and reflects the current scheme and its relationship to housing proposals in North Darlington. The programme for the work to be completed is the end of January 2021 to enable the submission of a full outline business case to Government in advance of the anticipated March 2021 budget.</p> | £250,000 | 11/03/2020 |
| <p>Innovation Programme – Sector Networks</p> <p>Within the Innovation Programme signed off at the January 2020 Cabinet -an allocation of £2.18m to support Innovation infrastructure activities was identified, this included £740,000 to establish and coordinate key industrial sector groups and develop large scale proposals over 4 years.</p> <p>A business case is currently being developed for the programme and in line with the assurance framework the Business Case be subject to appraisal, with final sign off delegated to the Chief Executive In consultation with the Tees Valley Management Group, will Section 73 Officer and the Monitoring Officer.</p> <p>However, there is a need to leverage the work of our regional industrial networks to promote the region both within government but also as an attractor for inward investment in the immediate term so as not to miss funding opportunities.</p> <p>This delegated decision for advanced funding will allow expenditure on developing our regional networks to ensure the programme of activity will operate within the timescales set out in the forthcoming Business Case, prior to the full approval of the Business Case.</p> | £185,000 | 12/03/2020 |
| <p>Culture & Tourism Programme Northern Film & Media</p> <p>In year 1, Northern Film+ Media appointed a dedicated, Hartlepool-based project team and established an active filmmaker Steering Group, providing support to over 200 Screen Industries professionals. The year 1 programme exceeded its targets. The Screen Industries Development programme’s work to promote Tees Valley as a ‘filming-friendly’ location helped to unlock over £1 m of additional spend into the local economy from production companies working on projects such as 1917 and ITV’s ‘Vera’.</p> <p>After an extremely positive ‘pilot’ year, Northern Film + Media have developed strong plans for further activity across years 2 & 3. This aligns with wider regional activity to grow Screen Industries, such as the new film studios in Hartlepool for which this programme will support essential pipeline development. There is also strong connectivity with Middlesbrough’s continued commitment to growing digital strengths, including its leading work in animation.</p> <p>Advance funding is required to deliver year 2 and year 3 which will safeguard jobs and match-funding and ensure momentum is maintained.</p> | £203,165 | 18/03/2020 |

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| <p>Riverside Northshore Project SBC For Stockton Borough Council to progress the relocation of businesses in preparation for the redevelopment of the High Street to allow preparatory works to be undertaken including:</p> <ul style="list-style-type: none"> • The phased relocation of businesses from Castlegate to Wellington Square • Feasibility work linked to the redevelopment of the high street • Site assembly or property acquisition that will support/enable redevelopment of the high Street. | £5,000,000 | 20/03/2020 |
| <p>Business Growth Programme The Business Growth Programme aims to adopt a joined-up approach towards Business Support in the Tees Valley in order to lever growth. As such, the programme has been designed around a 'Business Gateway' service which will provide a single access point to the full range of business support that is available to Tees Valley businesses replacing and enhancing the existing 'Growth Hub'.</p> | £34,999,579 | 20/03/2020 |
| <p>Rail Projects – Consultancy Consultancy support for the development of Business Cases for the various Tees Valley rail priorities is required as set out below:</p> <ul style="list-style-type: none"> • Lead on the production of the Darlington Station Full Business Case; • Lead on the production of an Outline Business Case (OBC) for Middlesbrough Station; and • Lead on the production of a strategic programme case for the remainder of the Tees Valley Rail Improvements, which have been identified as being required to support the Tees Valley future rail aspirations through analysis undertaken by Network Rail. <p>This funding will allocate financial resource allowing expenditure on the development of the respective Business Cases. Upon the completion of full Business Cases, projects will be administered and approved under the Combined Authority's Assurance Framework as named priority projects.</p> | £44,760 | 26/03/2020 |
| <p>Education & Careers Programme The Tees Valley Education and Careers Programme brings together and extends pre-funded existing careers activity (Careers Hub, Tees Valley Enterprise Network & Careers Framework) with newly proposed innovative education activity (Growing Leaders, Teaching Valley, STEEM Revolution and Unlocking Talent, Fulfilling Potential), 6rioritiz TVCA funds to form a joined up programme for delivery.</p> | £3,239,035 | 21/04/2020 |
| <p>Darlington Station Project – Design Works This decision is to approve a further £710,500 of Investment Plan funds in advance of the final appraisal of the Darlington Station Business Case. This funding will be released to Darlington Borough Council in line with the collaboration and funding agreements that are already in place between Darlington Borough Council and the Combined Authority in respect of the project. The funding will be used to progress the design of the station gateway element of the scheme.</p> | £710,496 | 11/05/2020 |
| <p>Concessionary Bus Fares</p> | £16,000,000 | 11/05/2020 |

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| <p>The proposal is to agree to continue reimbursing bus operators for concessionary trips at the level prior to the downturn in passenger numbers as a result of COVID-19.</p> <p>The agreed settlement figures were based on actual passenger numbers for the last 12 months. The COVID-19 National Emergency has meant that passenger numbers on buses have fallen dramatically, with reductions of up to 90% being reported by operators. However, the Department for Transport (DfT) has stated in a number of recent letters that “we would also urge you to continue to pay operators for concessionary fares at levels before any downturn”. This is also the approach being adopted by the significant majority of other local authorities across the country, albeit some on a time limited basis allowing for a further review of their position.</p> <p>This approach should ensure that key bus services keep running during the COVID-19 period enabling essential travel to work or to buy food. It will also support the longer-term viability of buses in Tees Valley by helping to ensure that the recognised network is still in place once the COVID-19 period is over.</p> | | |
| <p>Bus Corridors</p> <p>There are several strategic bus corridors across Tees Valley where there is potential to grow passenger numbers. There is a need to take forward detailed investigative studies for each of these corridors to identify improvement options.</p> <p>Investment in these corridor improvements will complement the work being progressed on a bus partnership with operators. The improvements should make bus travel more attractive. Furthermore, improving the efficiency of bus movements on these corridors and reducing journey times also has the potential to free up capacity, meaning frequency could be increased on these routes or buses could be redeployed to improve coverage in other areas.</p> | £200,000 | 04/06/2020 |
| <p>Cultural Industries & Visitor Economy Recovery Programme</p> <p>This project will facilitate the delivery of a suite of interventions designed to specifically support the economic recovery of Cultural Industries and Visitor Economy Business in Tees Valley which have been severely impacted by the COVID-19 pandemic. The interventions identified have been developed through engagement with a wide range of sector representatives; analysis by Vivid Economics; analysis of responses to the TVCA Business Survey; analysis of responses to the North East Culture Partnership sector survey; and ongoing engagement and analysis of national bodies such as Visit Britain, Creative England and Arts Council England.</p> <p>The request for £1m advance funding is being sought from the unallocated Culture & Tourism programme budget to enable delivery of this programme, with some elements requiring a particularly rapid response to enable the sector to re-open in-line with Government’s easing of restrictions.</p> | £1,000,000 | 25/06/2020 |
| <p>Apprenticeship Wage Subsidy</p> <p>To provide immediate support to businesses to create new apprenticeships for young people. This is in direct response to the dramatic decline in Apprenticeship creation as a result of COVID19, this decline is expected to increase further as the</p> | £990,000 | 16/06/2020 |

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| <p>Job Retention Scheme reduces. In the recent Business Survey 69% of businesses responding stated they had furloughed apprentices and 35% stated they could no longer commit to employing an apprentice.</p> <p>This additional product will align with national and local support offers and TVCA will also revise and extend the current employer grant support for Employers which is provided for within the Employment and Skills Programme.</p> <p>The proposal will provide an incentive to businesses creating a new apprenticeship for 16-20 year olds in priority, high growth or sectors most affected by COVID19. The incentive will provide a grant equivalent to 100% of the Apprentices wages in their first 6 months of employment and 50% for the remainder of the apprenticeship employment, up to a maximum of two years. It will be a condition that the employer pays the national minimum wage not the national minimum Apprenticeship wage where applicable.</p> | | |
| <p>Supported Bus Services</p> <p>The Department for Transport (DfT) originally provided funding for supported bus services in 2020-21 as revenue support to help Local Transport Authorities (LTAs) provide more bus services in their area. The DfT originally expected this funding to either improve current local bus services, restore lost bus routes or support new services. The DfT subsequently offered LTAs the flexibility to decide whether to use some or all of their funding allocation on retaining or restoring services impacted by COVID-19. TVCA has been allocated £207,560 to be spent in 2020/21.</p> <p>TVCA has been working very closely with the bus operators to ensure service provision responds to the needs of communities during the COVID-19 period. Operators have focussed on providing daytime weekday services to ensure adequate provision for people relying on the bus to travel to work or access essential services. Discussions have been held with the operators to maximise the impact from this funding allocation.</p> | £207,560 | 30/06/2020 |
| <p>SSI Devolved Taskforce Funding for the Steel Heritage Project – Room to Grow</p> <p>This delegated decision is to approve and release £200k of SSI devolved Taskforce funding for the Steel Heritage project – Room to Grow.</p> <p>Applications to the Tees Valley Combined Authority for devolved SSI Taskforce funding would usually be approved at the meeting of the SSI Taskforce, following the Combined Authority providing a recommendation to support a given funding proposal. However, given the exceptional circumstances arising as a result of the Covid-19 pandemic it has been agreed by the Chair of the Taskforce and the Department of Business, Energy and Industrial Strategy to approve the Room to Grow project for SSI devolved funding under delegated powers adhering to the TVCA Assurance Framework.</p> <p>Within the SSI devolved funding pot £200k was ringfenced to support Steel Heritage projects - following successful appraisal in line with the Assurance Framework this Delegated Decision provides approval of the application for Steel Heritage funds in respect of the Room to Grow (Cleveland Ironstone Mining Museum) project and commits the full £200k to the project to fund its delivery.</p> <p>In summary, the Room to Grow project will see SSI Steel Heritage funds part fund</p> | £200,000 | 30/06/2020 |

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| <p>both the capital construction of Cleveland Ironstone Mining Museum expansion and the capital construction of a new exhibition of 'Iron and Steel' with the aim of attracting an additional 6,000 visitors p.a. The full project cost totals £1.9m with SSI funding providing match to £800k of Coastal Communities funding, £800k of Heritage Lottery funding plus an additional £100k raised locally.</p> | | |
| <p>TIA Rail Investment As a rail infrastructure project, the Teesside International Airport Station Upgrade project needs to follow Network Rail's Governance for Railway Investment Projects (GRIP) process. For this project this is currently expected to comprise 2 distinct phases of work:</p> <ul style="list-style-type: none"> • Phase 1 – Initial Feasibility and Outline Design – GRIP Stages 1-3. • Phase 2 – Detailed Design and Construction – GRIP Stages 4-8. <p>This advance funding decision is to allow the procurement of a consultant to carry out the detailed GRIP1-3 project feasibility and development work which includes output definition, pre-feasibility and option selection to feed into an Outline Business Case (OBC) for the project. This will include a funding agreement with Network Rail for a Basic Services Agreement for their input and assurance of the GRIP1-3 stage of the project. It also provides a contingency for additional work that may need to be commissioned from Network Rail or others to support the development and assurance of this project through the early stages to enable a smooth and speedy transition into Phase 2 as a design and build contract.</p> | £250,000 | 27/07/2020 |
| <p>Procurement of the Enjoy Tees Valley Destination Website The contract for the Enjoy Tees Valley destination website will renew in November 2020 with the current supplier unless formally terminated at the end of August 2020. Through market engagement it was determined that better value for money could be achieved, using the Comms & Marketing Framework, an ITQ was issued to Tees Valley-based businesses to assess capability. Advance funding from the unallocated Culture & Tourism programme budget will enable work to commence on the re-build and migration of data comfortably within the remaining contract period to ensure a seamless transition once the current provider ends operation at the end of November</p> | £23,040 | 04/08/2020 |
| <p>Tees Crossing – Portrack relief road TVCA is seeking to deliver Portrack Relief Road as a first phase of the overall A19 Tees Crossing scheme through Stockton-on-Tees Borough Council, given their responsibility for the local highway network. There is a need to provide Stockton-on-Tees Borough Council with an advanced funding allocation to enable them to progress the scheme to the point at which they are in a position to appoint a contractor to deliver the scheme. This work will involve surveys (topographical, ground investigation & ecological), detailed scheme design, project management, preparation of a planning application, road safety audit and preparation of contract documents for the construction contract. Further funding from the £24m allocation to deliver the scheme will be subject to the Tees Crossing business case coming forward and subsequent due diligence in line with the Assurance Framework. The indicative programme for Portrack Relief Road is to start on site in late 2021/early 2022 with a 2-year construction period.</p> | £1,100,000 | 18/08/2020 |

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| <p>Darlington Station Project – Design works Following further engagement with Network Rail there is now a requirement to extend the Willmott Dixon scope to include design work on the station building structure given the interface with the new multi-story car park. This means there is a need to seek an additional delegated decision to cover the increased costs associated with this extension.</p> | £271,163 | 16/09/2020 |
| <p>Demand Responsive Transport The Demand Responsive Transport project is a 3 year “pilot” arrangement which aims, through the Tees Flex service, to provide a flexible “Demand Responsive Transport” bus service to residents of rural areas within the boroughs of Darlington, Stockton, Hartlepool and Redcar and Cleveland.</p> <p>The project aims to determine whether this service option provides a viable solution for less populated areas where a commercial public bus service is not available due to lack of demand. The demand responsive element will enable users to book travel from stops within rural areas of the four boroughs to pre-determined destinations. The service can be booked via phone or mobile app.</p> <p>The pilot will develop the means, and test the demand for, the Tees Flex service, with the longer-term aim of assessing whether a demand responsive transport model could be integrated within a commercially viable bus service.</p> | £3,125,521 | 03/08/2020 |
| <p>Hydrogen Refueling The Hydrogen Fuelling Stations project has been developed in order to demonstrate the capabilities of hydrogen as a low emission fuel for transport and to help stimulate the emerging hydrogen fuel market. It aims to encourage the take up of technology, by enabling trialing of hydrogen-fueled transport and by changing perceptions of hydrogen as a fuel.</p> | £2,000,000 | 03/08/2020 |
| <p>Welcome to Redcar The ‘Welcome to Redcar and Cleveland’ programme has been structured to provide gap funding around ‘place’ which will act as a key catalyst to promote and develop a sustainable visitor economy as part of a wider place-based regeneration plan. Programme objectives are centred on attracting a greater number of higher spending visitors to the region through directly funding improvements to the assets and attractions of Redcar and Cleveland as well as improvements to transport, connectivity and tourism infrastructure.</p> | £20,000,000 | 01/09/2020 |
| <p>Wynyard Improvements</p> | £4,700,000 | 02/09/2020 |

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| <p>The A689 Corridor Improvements project is a package of improvements to junctions and new provisions for pedestrians/cyclists, which has recently been submitted by Transport for the North (TfN) to the Department for Transport (DfT) National Road Fund. The improvements will facilitate new housing growth, improve the movement of traffic and provide opportunity for walking and cycling trips. TVCA funding will be used to deliver two elements of the package as a first phase of works.</p> | | |
| <p>Developing Tees Valley Sector Networks</p> <p>Within the Tees Valley Investment Plan 2019-2029, a £2.18m allocation was made towards funding Tees Valley sector development and network leverage. A Business Case has since come forward seeking to draw these funds down and upon successful appraisal was recommended for approval.</p> <p>This Delegated Decision will form a record of approval of the 'Developing Tees Valley Sector Networks' Business Case and release all associated funds.</p> | £2,180,000 | 07/10/2020 |
| <p>Skippers Lane Expansion</p> <p>To approve and release in total £3,491,550 of SSI Devolved Taskforce funding for the Skippers Lane Industrial Extension. The Skippers Lane Industrial Extension will see the SSI Devolved Funds 11rioriti to provide both off-site and on-site infrastructure, extending the existing Skippers Lane Industrial estate by 3.24 hectares with the construction of 8 industrial units, as a first phase of works. The project will also provide the necessary infrastructure to facilitate the potential development of approximately 30 further units, suitable for commercial, general industrial and/or storage uses with a total floor space potential of 8,083 sqm (87,000 sqft). These units will be between 500 and 20,000 sq ft and provide a range of business accommodation and will come forward in additional phases of development.</p> | £3,491,550 | 13/10/2020 |
| <p>Routes to Work</p> <p>The decision requested is to allocate £900k from the EES Investment Funding to secure the Routes to Work project at full capacity to March 2022. This will increase the budget for the four and half year project from £7.5m to £8.4m.</p> <p>This funding will specifically provide additional resource to maintain the current staffing and personal funding to support unemployed people into work. The funding will ensure retention of existing staffing levels and enable these staff to flex their offer to a wider eligible group of unemployed people.</p> <p>The project was set up as a pilot to support people over 30 who are long term unemployed and most distanced from gaining work. The pilot was to test a new method of delivery that included;</p> <ul style="list-style-type: none"> • Multi-agency working • Key worker/mentor function | £1,000,000 | 27/10/2020 |

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| <ul style="list-style-type: none"> • Person centred tailored support • Flexible, responsive funding solutions for the person and businesses who might employ these people • In work support <p>All five objectives have been positively evaluated and performance is well above anticipated levels.</p> <p>Given the increasing levels of unemployment that are being reported in Tees valley and the fact that we anticipate this increasing substantially there is a drive from DWP and local stakeholders to increase the available support of employment projects such as Routes to Work and to widen the eligibility of people to access this project.</p> <p>Therefore it is proposed to:</p> <ul style="list-style-type: none"> retain RTW at current capacity extend the eligibility to an all age offer focus the engagement of people to sign-post them to existing projects to maximise their capacity utilising the flexible funding and responsiveness of the RTW model to fill the gaps in the individual support required to provide a safety net for re-engagement extend the eligibility for support to Kickstart beneficiaries to ensure a positive outcome at the end of their 6 month job placement. | | |
| <p>Innovation Skills Quarter 2</p> <p>This is the second phase of the Innovation and Skills Quarter (ISQ2) in the Church Street conservation area of Hartlepool. As part of the wider ISO regeneration programme of capital works, this involves the continued development of the area into an attractive, vibrant and cultural hub that will support the expansion of creative businesses within the community.</p> | £3,533,666 | 25/11/2020 |
| <p>Middlesbrough Station Work Package 1</p> <p>The Tees Valley Combined Authority plan to release its agreed £22.5 million contribution towards the delivery of Middlesbrough Rail Station in stages to advance the delivery of elements of the scheme. A full business case for Work Package 1 (WP1) of the Middlesbrough Station scheme has now come forward seeking to draw down £4.82 million of the £22.5 million allocation.</p> | £4,820,000 | 03/12/2020 |

| Project | Cost | Date |
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| <p>Tees Valley Local Cycling and Walking Infrastructure Plan (LWCIP)</p> <p>The Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP) outlines the Combined Authority's plans to make walking and cycling easier, as set out in the government's Cycling and Walking Investment Strategy. The plan is the beginning of a long-term approach to delivering a step-change in local cycling and walking networks, which aims to deliver safe, direct, coherent, comfortable and attractive routes across Tees Valley.</p> <p>The Combined Authority is currently in the process of 13rrioritize the business case for the Tees Valley LCWIP, which will provide the assurance required to commit the funding already secured through the Integrated Transport Programme.</p> <p>The advanced funding will enable:</p> <ul style="list-style-type: none"> • Design and delivery readiness of Phase 1 of the two Active Travel Fund corridors to meet the DfT's tight delivery timescales; • Detailed design, consultation and delivery readiness of Phase 1 of a further three priority corridors, to meet the deadlines of the Transforming Cities Fund; • A review of the LCWIP programme and the development of a pipeline of future 13p prioritized corridors; • The design, consultation and delivery readiness of further priority corridors, which will put the Combined Authority in a strong position for future funding settlements and bidding opportunities; and • Installation of monitoring equipment along the priority corridors to enable the impact of the investment to be monitored, before and after construction. | £310,000 | 28/01/2021 |
| <p>Darlington Station Land Acquisitions</p> <p>This decision is to approve a further £673,200 towards the Darlington Station project in advance of the Full Business Case (FBC). An Outline Business Case has already been completed and submitted to the Department for Transport (DfT). The DfT has accepted the project into the Rail Network Enhancements Pipeline (RNEP) and committed development funding to Network Rail to progress the scheme design to FBC.</p> <p>The funding will be released to Darlington Borough Council (DBC) to enable land acquisition, which is required to deliver the project. DBC is seeking to purchase all land through agreement but has initiated a Compulsory Purchase Order (CPO) process to help ensure all of the required land can be acquired to achieve the delivery programme. There is an immediate opportunity to complete the acquisition of one of the identified sites by agreement with the owner. A collaboration agreement and funding agreement are in place between TVCA and DBC and sites are being acquired jointly between the two authorities.</p> | £673,200 | 05/03/2021 |

| Project | Cost | Date |
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| <p>Local Cycling & Walking Infrastructure Plan</p> <p>Tees Valley Combined Authority’s Cabinet approved an allocation of £4,000,000 for the establishment of a Local Cycling and Walking Infrastructure Programme (“LCWIP”).</p> <p>The business case for the LCWIP Programme sets out the justification for investing in cycling and walking routes across the Tees Valley to create a network of infrastructure and proposes a programme to deliver the investment in phases.</p> <p>The programme aims to fill gaps in existing provision and create a network of cycling and walking routes to be coherent, direct, safe, comfortable, and attractive so that cycling and walking become the norm as transport options for shorter trips. To do this will require investment in new routes, and improvements to existing routes which separate pedestrians, cyclists and other road users.</p> <p>The total cost of the Programme is estimated to be in the region of £150 million and will provide approximately 94 kilometres of new and improved routes which will be accessible by to up to 73% of Tees Valley households. A variety of potential funding streams (including developer contributions) will be secured over the Programme lifetime to meet delivery costs.</p> <p>Five routes for early implementation (subject to funds being secured) have been selected via a prioritisation matrix and are:</p> <ul style="list-style-type: none"> • Woodland Road, Darlington • Linthorpe Road, Middlesbrough • A689, Hartlepool • Norton Road, Stockton • Nunthorpe to Guisborough <p>The Darlington and Middlesbrough projects are in a state of readiness and are to be brought forward immediately in order to offer evaluation which will better inform and refine the Programme’s operation.</p> | <p>£4,000,000</p> | <p>31/03/2021</p> |
| <p>Darlington Station Land Acquisitions</p> <p>This decision is to approve a further £950,000 towards the Darlington Station project in advance of the Full Business Case (FBC). Approval for the FBC is being sought before the end of May 2021. An Outline Business Case has already been completed and submitted to the Department for Transport (DfT). The DfT has accepted the project into the Rail Network Enhancements Pipeline (RNEP) and committed development funding to Network Rail to progress the scheme design to FBC.</p> <p>The funding will be released to Darlington Borough Council (DBC) to enable land acquisition, which is required to deliver the project. DBC is seeking to purchase all land through agreement but has initiated a Compulsory Purchase Order (CPO) process to help ensure all of the required land can be acquired to achieve the delivery programme. There is an immediate opportunity to complete the</p> | <p>£950,000</p> | <p>06/04/2021</p> |

| Project | Cost | Date |
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| <p>acquisition of two of the identified sites by agreement with the owners and to resolve an intermediate interest in a further site to be acquired. A collaboration agreement and funding agreement are in place between TVCA and DBC and sites are being acquired jointly between the two authorities.</p> | | |
| <p>A66 Maintenance Project</p> <p>TVCA is currently considering options for the transport bid into the Levelling Up Fund. One of the projects currently being considered for inclusion in a potential Teesworks/Freeport connectivity package bid, alongside the Northallerton-Eaglescliffe W12 Gauge Clearance project, is the A66 maintenance project. Whilst Middlesbrough Council has undertaken a significant amount of work on project development, there is a need to produce a Department for Transport (DfT) compliant Full Business Case (FBC). This is a requirement of the Levelling Up Fund. Should TVCA decide not to submit this project into the Levelling Up Fund, the development of an FBC is still considered worthwhile as it can be used to bid into alternative funding streams. The work is time critical as the Levelling Up Fund round 1 deadline is the 18 June 2021.</p> | £100,000 | 27/04/2021 |
| <p>Zebra Scheme</p> <p>On the 30th of March 2021 the Government published the Zero Emission Bus Regional Areas (ZEBRA) scheme call for expressions of interest. The scheme enables local transport authorities, working in close partnership with bus operators or as consortia with more stakeholders, to bid for funding to purchase zero emission buses (i.e., battery electric or hydrogen fuel cell) and the infrastructure needed to support them. TVCA is considering whether to submit a bid for hydrogen buses and needs to procure consultant support to ascertain whether a viable financial model can be developed working alongside one or more bus operators.</p> <p>It is felt that even if TVCA does not ultimately bid into this scheme, or is not successful, the financial model/business case could be used to inform the spending review ask that the DfT is proposing to submit in autumn 2021 for the Tees Valley hydrogen transport hub.</p> | £100,000 | 27/04/2021 |
| <p>Darlington Station Land Acquisition</p> <p>An Outline Business Case has already been completed and submitted to the Department for Transport (DfT). The DfT has accepted the project into the Rail Network Enhancements Pipeline (RNEP) and committed £8.7m of development funding to Network Rail to progress the scheme design to Full Business Case (FBC).</p> <p>This decision is to approve a further £81,500 towards the Darlington Station project in advance of the business case approval. The funding will be released to Darlington Borough Council (DBC) to enable a further property acquisition, which</p> | £81,500 | 24/05/2021 |

| Project | Cost | Date |
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| <p>is required to deliver the project. Approval of the business case is being sought before the end of May 2021, however, there is an on-going need to acquire properties as and when agreements are reached. The number of properties where agreement can be reached and the timescales for doing so are difficult to predict as this is dependent upon the property owners.</p> <p>DBC is seeking to purchase all land through agreement, but has initiated a Compulsory Purchase Order (CPO) process to help ensure all of the required land can be acquired to achieve the delivery programme. There is an immediate opportunity to complete the acquisition of one of the identified sites by agreement with the owners. A collaboration agreement and funding agreement are in place between TVCA and DBC and sites are being acquired jointly between the two authorities.</p> | | |
| <p>IDT (Virtual) Centre at Teesside University</p> <p>Cabinet approved the 10-year Investment Plan 2019-2029 on 24th January 2019. Subsequently, in January 2020, Cabinet resolved (minute number TVCA 60/19) to approve an allocation for an Innovation Programme within the Investment Plan.</p> <p>Within the Innovation Programme an allocation of £2 million was set approved for projects which worked with regional partners to address the needs of the digital sector.</p> <p>This decision will confirm the allocation of £451,875 towards the “Industrial Digitalisation Technology (Virtual) Centre at Teesside University” project, hereafter referred to as IDTC and allow the project to progress.</p> <p>The IDTC project will share knowledge from the university SMEs in order to develop ideas into new products and improve processes to be more efficient. The scheme will allow access to businesses in Tees Valley in the Advanced Manufacturing, Healthcare, Digital and Creative sectors to digital hardware, such as Virtual Reality equipment, and software, like smart connectivity of digital equipment. Businesses will be able to analyse current products and processes, find and test ideas, innovate existing or invent new products and processes. IDTC is aimed at SMEs who employ less than 250 employees and with turnover less than 50 million euros.</p> <p>The project will deliver a range of economic benefits, including:</p> <ul style="list-style-type: none"> • The creation of an additional 10 jobs; and • The potential to contribute (gross) £3.3m GVA to the region. | £451,875 | 02/06/2021 |
| <p>Wheels to Work Extension</p> <p>On 31st January 2020 (under decision TVCA 59/19) Cabinet approved an initial allocation of funds of £260,000 to the “Wheels To Work” project. This was supplemented by a further allocation of £645,000 made by Cabinet on 27th November 2020 (under decision TVCA 37/20). The total, indicative allocation for the project within the Investment Plan is therefore £905,000</p> | £905,000 | 03/06/2021 |

| Project | Cost | Date |
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| <p>The initial Wheels To Work project was supported by £65,000 of funds advanced by TVCA in 2019/20. This decision will confirm the allocation of £905,000 from the Integrated Transport Programme to an extended version of the “Wheels To Work” project (inclusive of the £65,000 previously advanced) and allow the project to progress.</p> <p>The project involves the acquisition of a fleet of 75 electric motorcycles which are to be hired to Tees Valley residents who are unable to readily access public or other means of transport in order to access employment, training or education. The scheme is to be run, under contract to the Combined Authority by Redcar and Cleveland Voluntary Development Agency (“RCVDA”).</p> <p>The project will deliver a range of economic benefits, including:</p> <ul style="list-style-type: none"> • A reduction in overall public expenditure of £1.8m (through reducing unemployment and generating income tax and NI contributions; and • An increase of regional GVA of £24.8m | | |
| <p>Net Zero Industry Innovation Centre</p> <p>On the 31st January 2020, Cabinet resolved (minute number TVCA 60/19) to approve a £18.98M Innovation Programme, designed to utilise funds allocated in the Combined Authority Investment Plan to:</p> <ul style="list-style-type: none"> • Invest in and create clusters aligned with regional innovation priorities which have the capacity to bid into national funding initiatives, and to; • Invest in activities which amplify the work of the region’s research and innovation centres and focus their impacts in the Tees Valley. <p>This decision will confirm the allocation of £4,885,446 to the Net Zero Industry Innovation Centre project (‘the Project’) and allow this project to progress. The Project is led by Teesside University and will create a modern innovation campus of 1,691 sq. m. within the Freeport Zone which will be aimed at contributing to the UK and Tees Valley’s net zero target for industry. The project aims to promote innovation to Tees Valley SMEs through the application of digitisation, circular economy and net zero enabling technologies thereby enhancing company level productivity and environmental and business sustainability and also contributing to overall sectoral competitiveness. Eligible expenditure, for TVCA purposes, will contribute to the capital costs of constructing and fitting out the centre and to supporting revenue costs until June 2023. The Project will deliver the following outputs and benefits:</p> <ul style="list-style-type: none"> • The creation of a 1,691 sq m innovation centre; • The facilitation of business innovation and collaborative research and development in 22 SMEs; • The creation of 8 new jobs; • 9 new research collaborations; and • The development of 16 new to company/market products. | £4,885,446 | 29/07/2021 |

| Project | Cost | Date |
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| <p>TVO 173 Centre for Materials Integrity</p> <p>This decision will confirm the allocation of £950,000 to the Centre for Materials Integrity project and allow the project to progress This is in addition to a sum of £475,000 which was committed by TVCA to the TWI NDT project in 2019 which is being used as match.</p> <p>The Centre for Materials Integrity is an existing approved ERDF project which has encountered a number of difficulties as a result of Covid-19 and has requested additional support from TVCA to enable it to go ahead. The request was originally received last year and was first discussed in the autumn by Directors and with the Mayors team however the documentation has only recently been completed due to the need to develop, and seek approval of, a full Business Case.</p> <p>This project complements the proposed Net Zero Industry Innovation Centre (NZIIC) which is the subject of a separate funding request and will be co-located on TeesAMP which will enhance collaboration between the two projects.</p> <p>The additional funds will ensure the second engineering hall is built on TeesAMP. The engineering hall is an integral part of the £8.3m TWI Materials Integrity project and will bring additional research to the region.</p> <p>As a condition of this additional funding we have ensured that half of the engineering hall space is made available for the Teesside University Net Zero Industry Innovation Centre project, at a peppercorn rent. The land for the NZIIC was also secured as part of this deal. As the University has use of the engineering hall they can build a simpler building with less 'lab' space for their project. This helps reduce the overall costs to the University and has resulted in a reduction in the requirement for TVCA funds from £6m to £4.88m.</p> <p>The funding to support this project is drawn from unallocated budget from the Innovation Programme which was endorsed by Cabinet (Minute Reference TVCA 60/19) on 30th January 2020. This activity fits within the Innovation Programme and will support the delivery of the key outcomes.</p> <p>The Centre for Materials Integrity is a project led by TWI Limited ("TWI") which will create a specialist research facility (the Engineering Hall) at the TeesAMP site, Riverside Park in Middlesbrough focussing on advanced materials testing and inspection technologies.</p> <p>TWI will collaborate with Teesside University to jointly develop new technologies for the adoption/characterisation of low carbon technologies such as non-metallics in the Hydrogen Economy. The University will also use the facility to develop new ways for "greener" materials and processes which will sit alongside and work together with the proposed Net Zero Industry Innovation Centre (NZIIC).</p> <p>The project is aimed at SME businesses in the advanced manufacturing, engineering, chemical and clean growth sectors.</p> <p>The project will deliver the following economic benefits:</p> <p>£2.6m of GVA per annum; and 27 new jobs in supported enterprises, 25 enterprises cooperating with research</p> | <p>£950,000</p> | <p>17/08/2021</p> |

| Project | Cost | Date |
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| <p>organisations; 2 enterprises supported to introduce new to firm products and 1 enterprise supported to introduce new to the market product.</p> | | |
| <p>Darlington Station Land Acquisition 4</p> <p>An Outline Business Case has already been completed and submitted to the Department for Transport (DfT). The DfT has accepted the project into the Rail Network Enhancements Pipeline (RNEP) and committed £8.7m of development funding to Network Rail to progress the scheme design to Full Business Case (FBC).</p> <p>This decision is to approve a further £636,470 towards the Darlington Station project in advance of the business case approval. The funding will be released to Darlington Borough Council (DBC) to enable further acquisitions, which are required to deliver the project. Approval of an updated business case is being sought before the end of August 2021 which will eliminate the need to obtain advanced funding approval via delegated decision, however, there is an on-going need to acquire properties and leaseholds as and when agreements are reached. The number of properties where agreement can be reached and the timescales for doing so are difficult to predict as this is dependent upon the property owners.</p> | £636,470 | 02/09/2021 |
| <p>Eaglescliffe Station</p> <p>Cabinet approved a commitment of up to £8.558m to this project (Eaglescliffe Station Western Gateway) as part of the approval for the Integrated Transport Programme in January 2020. The purpose of this project is to replace the current ramps and bridge, which provide access to the island platform from the eastern car park, with a new Access for All bridge complete with lifts. This will connect the eastern car park with the platforms and a new western car park, which</p> <p>will provide additional capacity and an increased number of spaces for persons of reduced mobility (PRMs).</p> <p>A total of up to £8.558m has been approved by Cabinet for this project. Additional funding for construction is to come from Network Rail (funding in lieu of maintenance / repairs to the existing footbridge) and the Access for All programme creating a funding envelope of up to £12.7m. Of the TVCA funding, £0.558m has been awarded to SBC in the form of a funding agreement. Currently the Q2 2021/22 claim is awaiting submission, but at the end of Q1 £124,929 had been claimed and therefore the outturn against this claim is expected to reduce significantly. TVCA entered into contract with Network Rail in July 2021 for a phase of Early Contractor Involvement to facilitate the handover of the scheme. This was for up to £127,515 based on the funding for this coming</p> | £1,600,000 | 21/10/2021 |

| Project | Cost | Date |
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| <p>from the money awarded to SBC, once recovered.</p> <p>This request is for £1.6m of advance funding from the remaining allocation. This advance funding decision is to enable the completion of the PACE phase 2 process by Network Rail under the terms of a Development Services Agreement (DSA). This will enable:</p> <p>ES4 – Design standards approved and Approval in Principle.</p> <p>ES5 – Construction ready design approved.</p> | | |
| <p>Centre Square Middlesbrough</p> <p>AXA currently employ 480 people in Tees Valley and over the last 2 years they have undertaken a detailed exercise to determine what their future office arrangements should be. They want to expand their operations and create a centre of excellence in the North East where they can build on their existing operations in Middlesbrough and employ additional staff to undertake new roles.</p> <p>Having reviewed their existing accommodation options they have determined that the benefits of lower rents available from existing 20+ year old buildings are far outweighed by the benefits from a Grade A office. After reviewing potential office buildings in the region, they have chosen 6 Centre Square as their preferred location. This proposal will build suitable office accommodation to keep existing professional services jobs in Tees Valley.</p> <p>Middlesbrough Council in partnership with Ashall Developments has requested TVCA provide finance to support the development.</p> <p>The cost to develop the site, and build out, is calculated at £11.68m. Middlesbrough Council will contribute £2m to the capital cost from their Towns Deal fund, and have asked TVCA to be the lead investor, and contribute £9.68m.</p> <p>On completion of the works, TVCA will hold the freehold of the building, and the investment will be repaid from rental income and business rates, over a 15-year term with an estimated residual value at the end of the term of c£3.5m. Due to the terms of the lease and the uncertainty over vacant space a number of scenarios have been modelled and currently the maximum level of TVCA exposure is £4.2m over a 15-year period with the best case providing a profit of £2.3m at the end of the term.</p> | £9,680,000 | 17/01/2022 |
| <p>Portrack Relief Road</p> <p>Tees Valley Combined Authority (TVCA) originally submitted an Outline Business Case (OBC) for the A19 New Tees Crossing (NTC) and Portrack Relief Road (PRR) to the Department for Transport (DfT) in October 2019. On the 29th of May 2020 Cabinet approved a maximum allocation of £24m from the TVCA Investment Plan 2019 to 2029 as a local contribution towards the two projects. This was based on DfT advice that to secure funding to deliver the scheme, TVCA needed to commit a local contribution. The Cabinet report presented at that meeting also highlighted the aspiration to deliver PRR in advanced of the A19 NTC and TVCA informed the DfT that the intention was to fund PRR from the £24m. However, the DfT confirmed that the TVCA local contribution should relate only to the A19 NTC and that the funding for PRR must be dealt with separately. Cabinet</p> | £275,000 | 24/01/2022 |

| Project | Cost | Date |
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| <p>therefore approved an additional £11.5m to fully fund delivery of PRR and provide a fixed local contribution to the A19 NTC on 27th November 2020. The 5% local contribution to the NTC was £21,329,629 and the PRR estimate was £14m, which it was advised was robust at the time. An additional £275K of advanced funding will be committed as during the project development additional work was required to take the scheme to the point of delivery.</p> | | |
| <p>Middlesbrough Station Work Package 2 Under HM Government's Get Building Fund, the Tees Valley was awarded, in 2020, funding of £9.65 million towards the costs of works to Middlesbrough Station which are designed to create a rail gateway fit for the town and which can accommodate future demands for both passengers and freight. The overall scheme for the station is broken down into 5 Work Packages/Phases with a current, projected total cost of £35.05 million. The scheme will accommodate the anticipated increase in national, regional and local train services which are planned and will generate additional revenue for the rail industry. Investment in the rail infrastructure will also unlock a significant opportunity for commercial and residential redevelopment in and around the station. The project, backed by the awarded Get Building Funding, sits within the Investment Plan. This decision will confirm the allocation of £3,250,000 to this phase of the project and allow it to progress.</p> | £3,250,000 | 24/02/2022 |
| <p>BHF2-2 Grove Hill, Middlesbrough – Housing Redevelopment In July 2020, MHCLG confirmed an allocation of £19.3m to Tees Valley Combined Authority (TVCA) to support the development and delivery of at least 1,000 homes on brownfield sites in Tees Valley over the Parliamentary term 2020-2025. The scheme is referred to as the Brownfield Housing Fund (BHF).</p> <p>The fund is devolved to TVCA and has been accepted into the Investment Plan by TVCA's Group Director of Finance & Resources, with final prioritisation of schemes devolved to the Tees Valley Mayor (TVM).</p> <p>All schemes are subject to the development and appraisal of a Green Book compliant business case in line with the TVCA Assurance Framework and to be eligible for funding will need to:</p> <ul style="list-style-type: none"> • Be identified on the relevant local authority Brownfield Register and within the Local Plan; • Evidence market failure and why public intervention is required; • Have a BCR >1 and represent VFM, demonstrating wider economic benefits; and • Start construction of new homes before 31 March 2025. <p>An eligible business case for the Grove Hill Housing Scheme in Middlesbrough has come forward seeking entry into the programme with a request of £2,800,000 from the total £19,300,000 available funds.</p> | £2800,000 | 11/03/2022 |

| Project | Cost | Date |
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| <p>The proposal accords with the principles set by Government for the fund which have been carried forward into the programme, namely:</p> <ol style="list-style-type: none"> a. It is being used to bring forward sites on brownfield land that has evidenced market failure; b. The scheme must start on site by March 2025; c. The scheme must represent good value for money and be Green Book compliant with a BCR floor of 1; d. The council has an up-to-date Local Plan in place; e. It demonstrates alignment with other economic investment funding to contribute to wider economic regeneration; and f. It demonstrates wider economic benefits. <p>Following successful appraisal in line with the Assurance Framework the business case is recommended for support.</p> | | |
| <p>South Tees Development Corporation Site Gateway Infrastructure Project (GBF) Under HM Government’s Get Building Fund, the Tees Valley was awarded, in 2020, funding of £17.4 million. This included funding towards the costs of works at the Teesworks site which are designed to create a gateway to the land which offers both security and an environment suitable to the site’s status as a major regeneration opportunity. The project, backed by the awarded Get Building Funding, sits within the Investment Plan. The project will deliver two new buildings, the first being the “Redcar Gate” gatehouse at the main access point for the site. The building, together with upgraded public realm and security provision, will create a high-quality entrance/reception appropriate for a major commercial employment destination. The second building is the Dorman Point Training Centre which will be used for flexible training space and serviced offices. The training centre will be a focus for health and safety training for site occupants and for training for future employment opportunities. This decision will confirm the allocation of £4,514,897 to the project and allow it to progress.</p> | £4,514,897 | 30/03/2022 |
| <p>TV0160 Darlington Hybrid Business Innovation Centre Cabinet approved the 10-year Investment Plan 2019-2029 on 24th January 2019.</p> <p>Under HM Government’s Get Building Fund, the Tees Valley was awarded, in 2020, funding of £17.4 million. This included funding towards the costs of works for the Darlington Hybrid Business Innovation Centre. The project involves the construction of a modern innovation centre (at the expanding Central Park Enterprise Zone) providing managed workspace which will incorporate laboratory style and office accommodation tailored to meet the needs of the fast-growing advanced manufacturing/life sciences sectors.</p> <p>In addition, £2,800,000 towards the cost of the project was allocated (subject to completion of a full business case and satisfactory appraisal) by TVCA’s Cabinet on the 31st of January 2020.</p> | £3,550,000.00 | 10/05/2022 |

| Project | Cost | Date |
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| <p>The centre will provide spin in/out and grow on space for the co-located National Horizons Centre and CPI in Darlington and will focus on supporting the emerging advanced manufacturing/life sciences sector in the Tees Valley, specifically biologics/biomanufacturing. The project, backed by the awarded Get Building Funding, sits within the Investment Plan.</p> <p>This decision will confirm the allocation of £3,550,000 to the project and allow it to progress.</p> | | |
| <p>Northshore Phases 4 and 5 (Brownfield Housing Fund) In July 2020, MHCLG confirmed an allocation of £19.3m to Tees Valley Combined Authority (TVCA) to support the development and delivery of at least 1,000 homes on brownfield sites in Tees Valley over the Parliamentary term 2020-2025. The scheme is referred to as the Brownfield Housing Fund (BHF).</p> <p>The fund is devolved to TVCA and has been accepted into the Investment Plan by TVCA Group Director of Finance & Resources, with final prioritisation of schemes devolved to the Tees Valley Mayor (TVM).</p> <p>All schemes are subject to the development and appraisal of a Green Book compliant business case in line with the TVCA Assurance Framework and to be eligible for funding will need to:</p> <ul style="list-style-type: none"> ▪ Be identified on the relevant local authority Brownfield Register and within the Local Plan; ▪ Evidence market failure and why public intervention is required; ▪ Have a BCR >1 and represent VFM, demonstrating wider economic benefits; and ▪ Start construction of new homes before 31 March 2025. <p>An eligible business case for the Northshore Phases 4 and 5 Housing Scheme has come forward seeking entry into the programme with a request of £1,342,928 from the total £19,300,000 available funds.</p> <p>The proposal accords with the principles set by Government for the fund which have been carried forward into the programme, namely:</p> <ol style="list-style-type: none"> a. It is being used to bring forward housing on brownfield land that has evidenced market failure; b. The scheme must start on site by March 2025 c. The scheme must represent good value for money and be Green Book compliant with a BCR floor of 1. d. The council has an up-to-date Local Plan in place; e. It demonstrates alignment with other economic investment funding to contribute to wider economic regeneration; and f. It demonstrates wider economic benefits. <p>Following successful appraisal in line with the Assurance Framework the business case is recommended for support.</p> | <p>£1,342,928</p> | <p>24/05/2022</p> |

| Project | Cost | Date |
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| <p>Creative and Visitor Economies Growth Programme On the 27th November 2020, Cabinet endorsed (Minute Number TVCA 31/20) the allocation of £20,500,000 towards the Creative and Visitor Economies Growth Programme.</p> <p>An eligible business case for the Creative and Visitor Economies Growth Programme has come forward, seeking the commitment of £20,500,000 to the programme, which will be administered by TVCA's Creative Place team.</p> <p>The Creative Place team seeks to use the programme funds to deliver a five year programme of projects, events and activities as part of a strategy to stimulate and support the sustainable development of the region's creative sector and help boost the Tees Valley's creative and cultural offering, supporting long-term economic and social prosperity.</p> <p>Among the benefits that the programme is expected to generate are; £179m of net additional GVA over 5 years, 3,000 net additional job created in the sector and wider supply chain and a 5% increase (1,000,000) in net additional visits per annum by 2027.</p> <p>The maximum cost to TVCA of the programme is £20,500,000. It is anticipated that match funding to the programme can be secured. Whilst potential sources have been identified, the scale and timeframe are not yet certain.</p> <p>Following successful appraisal in line with the Assurance Framework the business case is recommended for support, subject to the Creative Place team:</p> <ul style="list-style-type: none"> I. Developing a strategy for attracting match funding by 31st August 2022 and II. Developing a marketing and communications strategy by 31st August 2022. | £20.5m | 13/06/2022 |
| <p>North East Screen Industries Development Programme At its meeting in January 2022, the Combined Authority's Cabinet endorsed a proposed allocation of funds to the emerging North East Screen Industries Development Programme. This is recorded as minute reference TVCA 45/21. The amount of TVCA investment for this programme is £4,749,927 however a transposed figure of £4,479,927 was detailed in error in the Cabinet report. For completeness, TVCA Cabinet will be updated with the correct amount at their next meeting in July 2022. Appraisal and assurance activity has been concluded in line with the Assurance Framework, as the higher (correct) amount is within the permitted 10% variance.</p> <p>An eligible business case for the North East Screen Industries Programme has come forward, seeking the commitment of £4,750,000 to the programme, which will be administered by TVCA's Creative Place team. In liaison with the North of Tyne Combined Authority and the North East Combined Authority, TVCA has worked on proposals to form The North East Screen Industries Partnership ("NESIP") which includes also other North East Local Authorities. TVCA will be the Accountable Body for NESIP.</p> <p>The Creative Place team seeks to use the programme funds to facilitate the development of an integrated screen industries sector across the North East,</p> | £4.75m | 24/06/2022 |

| Project | Cost | Date |
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| <p>creating the necessary critical mass to compete for, win and deliver locally a growing per capita proportion of the UK's thriving screen sector which comprises film, TV, games and animation.</p> <p>Among the benefits that the programme is expected to generate are a £50 million increase to the region's annual sector GVA figure; and the creation of over 700 new jobs.</p> <p>The maximum cost to TVCA of the programme is £4,750,000.</p> <p>Whilst TVCA and North of Tyne CA are able to fully commit their respective sums towards the NESIP programme, the constituents of NECA are only able to sign off annual allocations towards the funds.</p> <p>Following successful appraisal in line with the Assurance Framework the business case is recommended for support, subject to:</p> <ol style="list-style-type: none"> I. The terms of any agreements (including Subsidy Control matters) entered into by TVCA in relation to the programme are approved by TVCA's Group Chief Legal Officer; and <p>That prior to release of any TVCA funding for the delivery phase of the programme, the following are provided and are deemed satisfactory by both TVCA's Head of Creative Place and Finance Director;</p> <ol style="list-style-type: none"> II. Confirmation of the scale of outputs and headline impacts and an explanation of the basis of calculation to ensure they are realistic and achievable. III. Confirmation of the basis on which individual cost items have been calculated (including, but not limited to the Screen Office) to evidence value for money. IV. The provision of a detailed Delivery Plan for each year of activity, milestones, communications and marketing plan and monitoring and evaluation plan. | | |
| <p>Darlington Station Land Acquisition</p> <p>An Outline Business Case has already been completed and submitted to the Department for Transport (DfT). The DfT has accepted the project into the Rail Network Enhancements Pipeline (RNEP) and committed £8.7m of development funding to Network Rail to progress the scheme design to Full Business Case (FBC).</p> <p>This decision is to approve a further £1,680,305 towards the Darlington Station project in advance of the Full Business Case (FBC) approval. The funding will be released to Darlington Borough Council (DBC) to enable further acquisitions, which are required to deliver the project to the agreed programme. A decision to deliver is anticipated by government by September 2022, which would release the required RNEP funding for project delivery. TVCA approval of the FBC will be sought concurrently, which will eliminate the need to obtain future advanced funding approval for project spend via delegated decision. However, these acquisitions will reach resolution in advance of that date and need to be</p> | £1,680,305 | 07/07/2022 |

| Project | Cost | Date |
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| <p>progressed now to achieve the agreed programme. The land acquired in relation to the station development will be transferred to Network Rail and appropriate agreements are being put in place.</p> | | |
| <p>TV0170 Central Park Wider Infrastructure Cabinet approved the 10-year Investment Plan 2019-2029 on 24th January 2019.</p> <p>Under HM Government’s Get Building Fund, the Tees Valley was awarded, in 2020, funding of £17.4million. This included funding towards the costs of works to reclaim the remaining 8 hectares of land at Central Park, Darlington and to service it with infrastructure in order that it be made ready for development. The project, backed by the awarded Get Building Funding, sits within the Investment Plan.</p> <p>The project will deliver 8 hectares of reclaimed land, serviced with infrastructure to create 8 plots for future development. The plots will be capable of accommodating a total of between 24,000 and 34,000 sqm of business space, dependent upon future proposals. In turn, this will be capable of accommodating 2,830 jobs. The scheme will include 18,050 sqm of landscaping and public realm. Further, the project is expected to facilitate the establishment of a Tees Valley Life Sciences cluster, complementing investment in 2,370 sqm of new managed workspace incorporating lab-style accommodation and office accommodation.</p> <p>This decision will confirm the allocation of £2,900,000 to the project and allow it to progress.</p> | <p>£2,900,000</p> | <p>26/08/2022</p> |
| <p>Darlington Station Land Acquisition The Full Business Case (FBC) was submitted to DfT on 5th August 2022 and a decision to deliver was initially anticipated by the end of September 2022, However, there is a risk that this may be pushed back to October 2022 due to changes in Government. TVCA approval of the FBC is being sought concurrently.</p> <p>This decision is to approve a further £1,896,546 towards the Darlington Station project in advance of the FBC approval to enable further land acquisition. The funding will be released to Darlington Borough Council (DBC) to initially enable two further acquisitions which have been made via agreement and are required to deliver the project to the agreed programme. These acquisitions have reached a resolution in advance of the decision to deliver and TVCA approval of the FBC. The value of these acquisitions is £483,610.</p> <p>In addition, the remaining land interests required to deliver the agreed</p> | <p>£1,896,546</p> | <p>31/08/2022</p> |

| Project | Cost | Date |
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| <p>programme, which have not been acquired by agreement, will transfer to DBC ownership on 1st September 2022 (General Vesting Date (GVD)) as part of the Compulsory Purchase Order process. As part of that process, the current owners of the land interests are able to make a request to DBC for 90% of the valuation of the interest. Any request that is made after the GVD has to be considered by DBC/TVCA within 28 days and paid within 2 months. However, it is understood that any request that is in place in advance of the GVD will need to be paid by the 1st September 2022 when the GVD is executed. Due to the potential that some, or all, of the 90% value of the remaining land interests could be required to be paid in advance of FBC and RNEP sign off, it is requested that funding to cover the 90% is also released via this advanced funding, totaling £1,412,936.</p> <p>The land acquired in relation to the station development will be transferred to Network Rail and appropriate agreements are being put in place.</p> | | |
| <p>Urban Traffic Management Control System</p> <p>The concept behind Urban Traffic Management Control (UTMC) is to maximise highway network potential by creating a more robust and intelligent system that can be used to meet current and future management requirements. The UTMC system provides short term opportunities to improve the movement of traffic across the Tees Valley, thereby reducing congestion, journey times and emissions. It also offers a longer-term opportunity to move towards a fully connected transport system.</p> <p>As part of the Transforming Cities Fund (TCF) programme, an upgrade of the existing UTMC system, which is operated and maintained by Middlesbrough Council under the lead authority arrangements, has been completed. Advanced funding of £500,000 was approved in March 2019 to facilitate this work.</p> <p>As part of the Integrated Transport Programme, Cabinet approved an investment of £3.5m into the development of the UTMC system and a full business case is being drafted. A principal element of the UTMC system development programme is the implementation of the first phase of a Variable Message Signage (VMS) Strategy. This will provide a cost-effective method to support comprehensive and consistent event management across the whole Tees Valley Region to reduce congestion from traffic entering and leaving the event and improve the event experience encountered by the public. Currently some, but not all, of the events held across the region are supported by the hire of mobile VMS to provide traffic management, which is expensive and does not contribute to a legacy for future use. The mobile VMS will be connected to the UTMC system and managed under pre-defined plans agreed by the Local Authority managing the particular event. Dynamic journey time measurements will be taken before and during the deployment of the VMS to support each event to quantify the value of the event management intervention.</p> <p>This decision is to approve a further £432,000 towards the UTMC system development programme in advance of the Full Business Case (FBC) approval, to enable the purchase of 8 mobile variable message signs (VMS) in advance of the Tall Ships 2023. Due to the lead in time required for the VMS, there is a risk that the signs would not be procured in time to support the event if they are purchased following FBC approval. The mobile VMS will then be available to support other events across the Tees Valley.</p> | £432,000 | 28/09/2022 |

| Project | Cost | Date |
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| <p>Hartlepool Station Cabinet approved the 10-year Investment Plan 2019-2029 on 24th January 2019.</p> <p>On the 31st January 2020, Cabinet resolved (minute number TVCA 59/19) that, following stakeholder and public consultation, a Strategic Transport Plan was to be adopted. This included budget provision within TVCA’s Integrated Transport Plan to improve facilities at Hartlepool Rail Station. An allocation of £1.5 million was made to begin developing the Hartlepool Station scheme.</p> <p>On the 1st April 2022, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £310 million to the Tees Valley region from the Department for Transport (“DfT”) via the City Region Sustainable Transport Settlement (“CRSTS”) programme. The CRSTS rail programme is structured around taking a holistic approach to each of the Tees Valley’s rail lines and investing in two key elements:</p> <ul style="list-style-type: none"> i. Interventions to address capacity constraints identified by Network Rail. The constraints currently prevent a minimum 30-minute passenger service at every station and freight growth. Interventions include several station enhancement schemes, some platform extensions to facilitate longer trains, junction and track capacity improvements at various locations on the network to benefit both passenger and freight services and gauge clearance to ensure that freight trains can use the most efficient and direct routes; and ii. A package of enhancements to all 24 stations across the Tees Valley to develop the concept of mobility hubs, which will improve provision within the stations and deliver improvements to the interchange with bus, cycling and walking, for example through improved cycle parking, bus waiting facilities and wayfinding information. <p>The proposed improvements to Hartlepool Station are a key part of transforming the rail network and form part of the CRSTS rail programme agreed by the DfT.</p> <p>A business case has now come forward, seeking approval to the expenditure by TVCA of a maximum sum of £11,200,000 (from the CRSTS allocation) for the Hartlepool Station project.</p> <p>This decision will confirm the allocation of £11,200,000 million to the project and allow the project to progress. The project is being delivered by Network Rail via Story Contracting.</p> <p>Hartlepool Station is the busiest single platform station in the UK and is the third-biggest station in the Tees Valley, with a footfall of some 630,000 passengers per year (2019/20). The reliance upon a single platform acts as a constraint to capacity, both in terms of services that can be operated and passenger journeys. Bringing the redundant second platform back into accessible use will improve that position significantly. TVCA’s Transport Team seeks to use the funds to bring the station’s redundant second platform back into use with new lifts and a footbridge</p> | <p>£11,200,000</p> | <p>29/09/2022</p> |

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| <p>installed.</p> <p>The principal benefit that the project will bring is accessible use of the currently redundant second platform. This will assist in safeguarding services and delivering potential service enhancements to the station. It will generate also benefits in terms of reduced journey times, improved reliability, reduced road traffic congestion and noise, air quality, greenhouse gases & accident benefits. The project is one of a series of current and planned interventions by TVCA's Transport Team which are geared to supporting stations and expanding rail services both within the Tees Valley network and connections to the East Coast Main Line.</p> | | |
| <p>Middlesbrough Station Work Package 3 – New Platform</p> <p>Cabinet approved the 10-year Investment Plan 2019-2020 on 24th January 2019, which included up to £22.5 million for the Middlesbrough Station project. In addition, a further £9.65m of funding was secured from the Getting Building Fund (GBF).</p> <p>The new platform is required to provide additional capacity at Middlesbrough Station for new passenger services, including London Kings Cross - Middlesbrough (LNER); Newcastle - Middlesbrough (Northern); and Whitby - Middlesbrough (Northern). There is also a need to ensure sufficient capacity for freight services.</p> <p>Work Package 3 at Middlesbrough Station comprises the construction of a new Platform 3 with associated track and signalling alterations. The funding will enable Network Rail to progress the project through the Project Acceleration in a Controlled Environment (PACE) process to outline design and prepare the scheme for construction. The specific deliverables for Work Package 3 are:</p> <ul style="list-style-type: none"> • Survey and site investigation reports • Stage 4 outline designs for Network Rail approval • Production of Stage 4-8 (outline design to project close out) cost and programme • Draft Agreement for Stage 4-8 (outline design to project close out) upon agreement with TVCA • Proposals for Network Change & Station Change • Land and Consents Strategy <p>The work is targeted for completion by 31st January 2023, with the Final Business Case submission targeted for 31st May 2023. The main works are targeted to commence by 31st January 2024, with commissioning by 31st October 2024 and entry into service by 31st December 2024.</p> | £2,804,778 | 05/10/2022 |
| <p>Horden Together – Establishment of a Mine Water Heating Community Energy Project</p> <p>Award a grant of £24,100 from the North East and Yorkshire (NEY) Net Zero Hub's Strategic Projects Programme allocation to Durham County Council on behalf of Horden Together, a place-based partnership bringing together a variety of organisations, to support the establishment of a mine water heating community energy project in Horden, Durham.</p> | £24,100 | 06/10/2022 |

| Project | Cost | Date |
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| <p>The grant will contribute to feasibility and community development work to establish community-focussed uses for 1.36MW of heat available in the water flow of Horden. This will build on initial work that suggested viable horticultural use and there is interest in developing initial proposals for a community food growing project further.</p> <p>The full scheme will be delivered over a 21-month period and the feasibility study element has a total value of £87,200. There is keen interest in the progress of this project from within BEIS and also the Home Office, and the remaining funding has been secured from elsewhere in BEIS as match.</p> <p>The project milestones are as follows:</p> <ol style="list-style-type: none"> 1. Procurement Start: 28/09/2022 2. Contract Awarded: 31/11/2022 3. Project Start: 01/12/2022 4. Project Completion/Outputs Realised: 31/03/2023 <p>The project's outputs are as follows:</p> <ul style="list-style-type: none"> • 1 feasibility study. • Plan for further development of scheme and utilisation of mine water according to results of feasibility study. <p>1 knowledge-sharing meeting with Hub project managers following delivery to share key learnings.</p> | | |
| <p>Darlington Station</p> <p>An allocation of funding of up to £25 million towards the Darlington Station project was agreed at the TVCA Cabinet meeting on the 30th November 2018 and confirmed as part of the agreement to the Tees Valley Investment Plan on the 24th January 2019.</p> <p>On the 1st April 2022, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £310 million to the Tees Valley region from the Department for Transport (“DfT”) via the City Region Sustainable Transport Settlement (“CRSTS”) programme. The CRSTS rail programme is structured around taking a holistic approach to each of the Tees Valley’s rail lines and investing in two key elements:</p> <ol style="list-style-type: none"> i. Interventions to address capacity constraints identified by Network Rail. The constraints currently prevent a minimum 30-minute passenger service at every station and freight growth. Interventions include several station enhancement schemes, some platform extensions to facilitate longer trains, junction and track capacity improvements at various locations on the network to benefit both passenger and freight services and gauge clearance to ensure that freight trains can use the most efficient and direct routes; and | £34,400,000 | 06/10/2022 |

| Project | Cost | Date |
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| <p>ii. A package of enhancements to all 24 stations across the Tees Valley to develop the concept of mobility hubs, which will improve provision within the stations and deliver improvements to the interchange with bus, cycling and walking, for example through improved cycle parking, bus waiting facilities and wayfinding information.</p> <p>The proposed improvements to Darlington Station are a key part of transforming the rail network and form part of the CRSTS rail programme agreed by the DfT.</p> <p>A business case has now come forward, seeking approval to the expenditure by TVCA of a maximum sum of £34,400,000 for the Darlington Station project (comprising the £25 million allocated within the Investment Plan, supplemented by £9.4 million from the CRSTS rail programme)</p> <p>This decision will confirm the allocation of £34,400,000 million to the project and allow the project to progress. The project is being delivered by Network Rail where operational rail property is involved and Darlington Borough Council for the remainder. The project will enhance both Darlington Station’s operational capabilities and stature as a transport gateway to the Tees Valley, by incorporating:</p> <ul style="list-style-type: none"> • Two new bay platforms on the east side of the existing station • New track layout between these platforms and Darlington South Junction designed to ensure that local services can operate independently • Another new platform adjacent to the Up Goods Line, to be used by southbound long-distance high-speed services • A new station building to service the new platforms • A new accessible footbridge linking the new platforms and station building with the remainder of the existing station • Enhancements to the existing station portico • A new transport interchange and car park adjacent to the new station building • Transport interchange facilities on the western side of the station <p>The project will assist in safeguarding services and delivering potential service enhancements to the station. It will generate also benefits in terms of reduced journey times, improved reliability, reduced road traffic congestion and noise, air quality, greenhouse gases & accident benefits. The project is one of a series of current and planned interventions by TVCA’s Transport Team which are geared to supporting stations and expanding rail services both within the Tees Valley network and connections to the East Coast Main Line.</p> | | |
| <p>Match Funding for Feasibility Study – Minewater Heating as Part of Community Energy Project</p> <p>Award a grant of £63,150 on behalf of BEIS to Durham County Council as match funding for a feasibility study investigating the potential for utilising minewater heating as part of a community energy project in Horden, Durham.</p> <p>The full project has an existing funding commitment of £24,100 previously secured from the NEY Net Zero Hub and authorised by TVCA (delegated decision no. SF15 2022). This decision is to agree to release additional funding as part of a</p> | £63,150 | 10/11/2022 |

| Project | Cost | Date |
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| <p>singly funding agreement, passported through the Hub by BEIS (as part of the Hub's new MOU to 2025 and FY22-23 funding commitment) to match the remaining project costs.</p> | | |
| <p>School Solar Enabling Fund School Solar Enabling Fund to support 10 solar PV projects delivered by schools/education providers within the NEY Hub region, with a total grant award of £95,810.00. Each of the successful projects will be completed by no later than 31st March 2023. Each project also links directly to the Hubs strategic priority of 'Renewable Energy Technologies'. The successful projects and grant values to be awarded are as follows:</p> <ul style="list-style-type: none"> • Ashfield Primary School - £10,000 • Scholes Elmet Primary School - £10,000 • Shadwell Primary School - £10,000 • Shakespeare School - £10,000 • Thorner CoE Primary School - £10,000 • West Burton Primary School - £10,000 • Abingdon Primary School - £10,000 • Whale Hill Primary School - £10,000 • Hartside Primary School – £10,000 • Montalbo Nursery and Primary School - £5,810 | £95,810 | 14/11/2022 |
| <p>Energy Project Enabling Fund Energy Project Enabling Fund to support 19 local energy projects, with a total grant award of £476,449.90. Each of the successful projects will be completed by no later than 31st March 2023 and will provide a valuable public/communal benefit. Each project also links directly to one of the Hubs strategic priorities. The successful projects and grant values to be awarded are as follows:</p> <ul style="list-style-type: none"> • Coastal Regeneration - £50,000.00 • Insulation, Solar Power and LED Lighting for St Augustine's Centre, Halifax - £25,482.00 • Freedom House - £23,580.00 • Mayford House Solar Project - £26,010.00 • Heat decarbonisation of two oil powered ambulance stations – £31,820 • Project Zephorus (Hartlepower) - £34,965.00 • BBIC EV Application (Barnsley Business and Innovation Centre) - £7,262.50 • Replacing solid fuel heating system at The Edlington Hill Top Centre - £17,545.00 • Zetland Car Park - £30,000 • St John's Church Solar Panels Project - £7,412.80 • Ferryhill Football Renewables - £25,000.00 • Warm Welcome - £50,000.00 • Project EV Whitby - £9,084.60 • Solar PV installation - Stokesley School - £21,131.00 • Solar PV installation - Northallerton School - £28,222.00 • Slaley Commemoration Hall - Battery Storage Solution - £10,665.00 • FAR Community Centre - £24,080.00 • South Holderness In Need: Energy (SHIN:E) Project - £32,190.00 | £476,450 | 14/11/2022 |

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| <ul style="list-style-type: none"> GPCC Solar Project - £22,000.00 | | |
| <p>Darlington Station Improvement Project Urgent Decision to take Lead in the Darlington Station Improvement Project.</p> <p>Urgent Decision in accordance with Procedural Rule 19, TVCA Constitution Part 2, page 37.</p> <p>The Darlington Station Project is a significant regional project which unlocks significant national investment in to improving Darlington Station and secures funding from the Department of Transport from the Rail Network Enhancements Pipeline.</p> <p>The Project was approved as part of the Tees Valley Investment Plan 2019-029 with Darlington Station identified as a priority project. The project has been significantly advanced by Darlington Borough Council who have already led a CPO process to acquire land to facilitate the improvement project.</p> <p>Outline agreements have been reached with Network Rail and LNER, and Darlington Borough Council are already engaged with preparatory works. A Full Business Case has also been submitted to the Department for Transport which has secured a further £8,868,516 for this element of the project.</p> <p>In the final stages of finalising the principal funding agreement with Darlington Borough Council, concerns emerged that the uncertain financial climate and cost pressures in the construction industry made the cost of the project uncertain. As a result, DBC did not feel able to enter into a funding agreement for a fixed maximum sum. As a result, it was agreed that Tees Valley Combined Authority would step into the shoes of DBC and potentially enter into an agreement with DBC, by which it's officers could support aspects of the project to ensure that the opportunity for the region was not lost. The immediate requirement is to issue an Early Orders Instruction letter to secure prices and sub-contractor engagement for the work.</p> <p>The Early Orders Instruction is for £5,552,583.48.</p> <p>Authority is sought to issue the Early Orders Instruction and to take steps to enter into the Willmott Dixon Works Contract and to novate the Pre Construction Services Delivery Agreement and Associated Construction Delivery Agreement. In addition, there are various agreements, which have been negotiated but have not yet been executed with Network Rail and LNER to facilitate the works.</p> <p>TVCA is able to enter into an agreement with Willmott Dixon through the terms of the [Scape] Procurement Framework which permits direct award under the framework terms. All commercial terms including value for money assessment and value engineering on the project have been undertaken by Darlington Borough Council.</p> | <p>£5,552,583.48</p> | <p>15/11/2022</p> |

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| <p>In discussion with Darlington Borough Council and the Statutory Officers it has been agreed that TVCA will manage this complex and high profile project with support from DBC.</p> | | |
| <p>UTMC Phase 2 Cabinet approved the 10-year Investment Plan 2019-2029 on 24th January 2019 and has subsequently agreed annual reviews. The Plan includes support of £3.5million for the Tees Valley Urban Traffic Management and Control (UTMC) System to improve the movement of traffic, subject to satisfactory development and approval of a full business case, which has now been appraised and recommended for approval, with conditions.</p> <p>The proposed UTMC Development Programme aims to improve the reliability of the transport network to support business, economic and housing growth of the Tees Valley, reduce delays for all vehicles on the local road network following an incident, improve local air quality, and support the development of a more integrated transport network.</p> <p>This decision will commit funds of £3,498,083 to Phases 1 & 2 of the UTMC programme. (Phase 3 to be a series of pilot applications of the new UTMC system in each of the local authority areas, using potential funding available in future).</p> | £3,498,083 | 06/01/2023 |
| <p>Westerdale Road, Brownfield Housing In July 2020, MHCLG confirmed an allocation of £19.3m to Tees Valley Combined Authority (TVCA) to support the development and delivery of at least 1,000 homes on brownfield sites in Tees Valley over the Parliamentary term 2020-2025. The scheme is referred to as the Brownfield Housing Fund (BHF).</p> <p>The fund is devolved to TVCA and has been accepted into the Investment Plan by TVCA Group Director of Finance & Resources, with final prioritisation of schemes devolved to the Tees Valley Mayor (TVM).</p> <p>All schemes are subject to the development and appraisal of a Green Book compliant business case in line with the TVCA Assurance Framework and to be eligible for funding will need to:</p> <ul style="list-style-type: none"> • Be identified on the relevant local authority Brownfield Register and within the Local Plan; • Evidence market failure and why public intervention is required; • Have a BCR >1 and represent VFM, demonstrating wider economic benefits; and • Start construction of new homes before 31 March 2025. <p>An eligible business case for the Westdale Road, Thornaby scheme has come forward seeking entry into the programme with a request of £933,991 from the total £19,300,000 available funds.</p> <p>The proposal accords with the principles set by Government for the fund which have been carried forward into the programme, namely:</p> | £933,991.00 | 10/01/2023 |

| Project | Cost | Date |
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| <p>a. It is being used to bring forward housing on brownfield land that has evidenced market failure;</p> <p>b. The scheme must start on site by March 2025</p> <p>c. The scheme must represent good value for money and be Green Book compliant with a BCR floor of 1.</p> <p>d. The council has an up-to-date Local Plan in place;</p> <p>e. It demonstrates alignment with other economic investment funding to contribute to wider economic regeneration; and</p> <p>f. It demonstrates wider economic benefits.</p> <p>Following successful appraisal in line with the Assurance Framework the business case is recommended for support.</p> | | |
| <p>Mayoral Development Corporations in Hartlepool and Middlesbrough</p> <p>In July 2022 TVCA Cabinet to support the designation of a new Mayoral Development Corporation (MDC) in Hartlepool and Middlesbrough. In addition as part of the Investment plan refresh they allocated £10m to each of the new MDCs.</p> <p>This decision seeks an advance of this funding to be called off to undertake pre development work in the form of:</p> <ul style="list-style-type: none"> • Concept development; • Design; • Legal advice; • Feasibility studies; and • SPD/Design Code development. | £500,000 | 16/02/2023 |
| <p>Tall Ships Hartlepool 2023</p> <p>The £20,500,000 Creative & Visitor Economy Programme Business Case was approved, decision CF10-2022 on 8th June 2022.</p> <p>Within the 5 year programme to be delivered by TVCA's Creative Place team, is a range of projects, events and activities to stimulate and support the sustainable development of the regions creative sectors. A named project with a £2m allocation from the programme is the Tall Ships 2023 event in Hartlepool. The event takes place on the 6 - 9th July.</p> <p>The event organisation is led by Hartlepool Borough Council and the council moving at pace to deliver the complex event, with various workstreams established to inform and execute delivery plans. The significant milestone date is the end of April when all delivery plans will be fully drafted ready for execution.</p> <p>Pending completion of these plans, the business case has been submitted for appraisal, however, the time this will take for review and formal authorisation extends beyond the financial year end. HBC requires a drawdown of £567,176 this financial year to recoup their investment in the event to date. Beyond TVCA's £2m investment, additional funds (c.£870k) are being generated to meet the costs of the event (sponsorship, hospitality, trader fees etc.), however, these will be realised at the event. Between now and then, a further £1.1 m of costs will be incurred.</p> | £567,176 | 30/03/2023 |

| Project | Cost | Date |
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| <p>Risks to TVCA:</p> <ul style="list-style-type: none"> • This funding request is brought forward in advance of the completion of all the operational delivery plans. This includes a Monitoring & Evaluation plan which will set out the outputs, outcomes and impacts of the event, and confirm the anticipated economic return on investment. • There remains the risk that there is a shortfall of income generated from the event to cover the costs not funded by TVCA, however this risk is borne by Hartlepool rather than TVCA as there is no expectation of additional investment from TVCA. • This funding is drawn down prior to the full appraisal and funding agreement for business case. <p>Risk Mitigation: TVCA risk is transferred to HBC:</p> <ul style="list-style-type: none"> • HBC will have to cost engineer should income targets not be reached • HBC advise they will deliver objectives • TVCA has representation (through Head of Creative Place) at the Strategic Management Group for the event and other partnerships have been established with the Skills, Digital and Marketing / Comms teams to assist with planning and delivery and ensure early identification of any emerging issues. <p>The funds are required by HBC on / by 31/3/23</p> | | |
| <p>Coatham Activity Centre</p> <p>This decision will commit £855,000 to the Redcar Town Deal project 'Coatham Activity Hub'. This project is part of a package of developments at the Coatham Leisure Quarter which aims to create a critical mass of attractions and leisure facilities to animate the location and create new experiences that address the current gaps in the offer for visitors. The Coastal Activity Hub will maximise the untapped potential of Redcar's versatile coastline and strengthen its visitor economy which is a key economic driver for this part of Tees Valley.</p> <p>This project aligns strongly with the strategic priorities in the Tees Valley Destination Management Plan (DMP). The DMP is a guide to the development, promotion, and sustainable growth of the visitor economy in the Tees Valley based on current strengths and market potential. Focussing investment and development will help propel the Tees Valley forward as a destination, strengthening the offer, attracting day, and staying visitors and encouraging them to stay longer and spend more.</p> <p>This project aligns with the first strategic priority of the DMP - Sport and Activity Hubs - these will help establish the Tees Valley as an activity destination establishing it as a centre for active leisure and holiday experiences and plays to its strengths and location with walking, cycling and watersports as priority areas to create a coherent and stronger year-round offer for Tees Valley. It will also build on Redcar's track record of successfully hosting sporting events, including the Redcar Half Marathon, Redcar Sprint Triathlon and British Landsailing Championship Regatta. It will host a diverse range of exciting activities, sports, and events. Its infrastructure and facilities will enable water, beach, and land-based activities such as windsurfing, triathlon, kiteboarding, walking, horse riding,</p> | £855,000 | 04/05/2023 |

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| <p>running, cycling and yoga with the potential to host national events regularly. This will allow Redcar to position itself as a destination for coastal events and activities.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>Level 3 Free Courses for Jobs – provision of funding to providers Level 3 Free Courses for Jobs is DfE ring-fenced funding to TVCA to support Tees Valley residents aged 24+ to achieve their first level 3 qualification.</p> <p>This proposal is to seek agreement to award additional Level 3 FCFJ Funding to the following providers:</p> <table border="1" data-bbox="164 790 948 1184"> <thead> <tr> <th>Provider</th> <th>Level FCFJ Allocation</th> <th>Funding Remaining</th> <th>Additional Funding Requested</th> <th>Recommended Funding</th> </tr> </thead> <tbody> <tr> <td>New College Durham</td> <td>£150,295</td> <td>£25,099</td> <td>£120,272</td> <td>£120,272</td> </tr> <tr> <td>Trade Techs</td> <td>£184,880</td> <td>£0</td> <td>£190,000</td> <td>£190,000</td> </tr> <tr> <td>Darlington College</td> <td>£103,031</td> <td>£10,596</td> <td>£30,000</td> <td>£30,000</td> </tr> </tbody> </table> | Provider | Level FCFJ Allocation | Funding Remaining | Additional Funding Requested | Recommended Funding | New College Durham | £150,295 | £25,099 | £120,272 | £120,272 | Trade Techs | £184,880 | £0 | £190,000 | £190,000 | Darlington College | £103,031 | £10,596 | £30,000 | £30,000 | <p>£340,372</p> | <p>07/06/2023</p> |
| Provider | Level FCFJ Allocation | Funding Remaining | Additional Funding Requested | Recommended Funding | | | | | | | | | | | | | | | | | | |
| New College Durham | £150,295 | £25,099 | £120,272 | £120,272 | | | | | | | | | | | | | | | | | | |
| Trade Techs | £184,880 | £0 | £190,000 | £190,000 | | | | | | | | | | | | | | | | | | |
| Darlington College | £103,031 | £10,596 | £30,000 | £30,000 | | | | | | | | | | | | | | | | | | |
| <p>Revitalising Loftus Project (Ref IGF 0006) A Call-Off for the Revitalising Loftus project has now come forward, seeking Indigenous Growth Fund (IGF) investment to contribute to the planned transformation of Loftus High Street into a modern, vibrant, exemplar and future proofed market town.</p> <p>The project will provide amenities, attractions and a focus for its passionate community and a well-connected base for visitors. Celebrating the town’s unique heritage and landscape and supported by a year-round programme of events, the town will become a vibrant hub for independent retail and entertainment for people of all ages. A broadened accommodation offer will provide an aspirational place to make a home, a memorable destination for visitors and a sustainable location for businesses.</p> | <p>£4,856,775</p> | <p>28/06/2023</p> | | | | | | | | | | | | | | | | | | | | |
| <p>MBC – UKSPF – Town Centre Crime & ASB Action Plan TVCA is the designated Lead Authority for UKSPF. The Tees Valley UKSPF Investment Plan was submitted to government for approval in July 2022. The plan details the investment priorities Tees Valley will focus their UKSPF allocation of £46.3m (including £3.6m of Multiply funding) for the period April 2022 to March 2025 and was developed in collaboration with the Local Partnership Group following TVCA Cabinet agreement in July 2022.</p> <p>The Investment Plan was signed off formally by Government in December 2022 and spend against the fund is eligible from April 2022. An overarching UKSPF implementation plan has been produced which outlines the approach to the</p> | <p>£520,000</p> | <p>20/07/2023</p> | | | | | | | | | | | | | | | | | | | | |

| Project | Cost | Date |
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| <p>delivery of UKSPF funding.</p> <p>All project proposals are subject to the development and appraisal of a proportionate business case in line with the TVCA Assurance Framework.</p> <p>An eligible proposal for the MBC Town Centre Crime & ASB Action Plan has come forward seeking £520,000 UKSPF funding under the communities and place investment priority to support a new dedicated team of Town Centre Enforcement Officers with the aim of reducing ASB and Crime in Middlesbrough Town Centre. The business case was appraised in line with the Assurance Framework.</p> | | |
| <p>Bus Reliability</p> <p>In order to secure City Region Sustainable Transport Settlement (“CRSTS”) funding TVCA was required to submit a Programme Business Case outlining its proposed programme of investment. In April 2022, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £310 million to TVCA. In July 2022, the agreed delivery plan was confirmed and published.</p> <p>A key investment package in our Transport Programme is a “shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers.” This is to be achieved through the delivery of our Bus Service Improvement Plan which sets out 5 key themes:</p> <ul style="list-style-type: none"> • A sustainable network for the future • Bus priority improvements • Improved fare offer • Enhanced customer experience • Decarbonising the bus fleet <p>To help achieve this £46.2m of the CRSTS Programme is allocated to a programme of bus priority improvements. A comprehensive analysis exercise identified nine key corridors where a phased programme of improvements will be delivered to:</p> <ul style="list-style-type: none"> • Enhance the bus offer by reducing the impact of congestion and journey time variability on end-to-end bus journey times to make bus a more desirable mode choice. • Improve the punctuality of bus services to employment, education, essential services and leisure opportunities in the five key urban centres (Darlington, Middlesbrough, Stockton on Tees, Redcar & Hartlepool). • Increase the number of public transport interchange facilities across Tees Valley to improve integration between bus, rail and active travel. • Improve the bus passenger experience and the level of satisfaction with the bus network. <p>The nine key corridors have been subject to detailed site assessments to understand and evidence the problems, constraints, issues and opportunities on each corridor. Whole Route Improvement Plans (WRIPs) were produced to identify interventions to address the constraints and maximise opportunities, whilst positively contributing towards the objectives defined to support bus service improvements. The process of producing the WRIPs covered five key</p> | £1,000,000 | 16/09/2023 |

| Project | Cost | Date |
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| <p>elements:</p> <ul style="list-style-type: none"> • Description of the problems evidenced and validated as part of the Bus Corridor Assessments • Summary of the long list of improvement options generated • Identification of the SMART programme objectives set inline with Transforming Cities Fund objectives, Department for Transport guidance, TVCA’s Bus Improvement Plan and Green Book principles • Description of the Multi-Criteria Appraisal Tool utilised to inform the option shortlist and the packaging of options • A summary of intervention costings <p>The interventions outlined in the WRIPs are being tested through the health check process currently being undertaken by WSP which will ensure the interventions are still the optimum solution and provide viable value for money.</p> <p>Development of a business case for this investment package is underway and call-offs for individual schemes / packages of schemes expected to take place from late 2023. The bus reliability module will effectively be the first call-off but is being undertaken in advance of the FBC approval.</p> <p>The bus reliability module will:</p> <ul style="list-style-type: none"> • Expedite the improvement of bus reliability performance. • Predict future network conditions for user support and provide automated bus priority improving the reliability of the entire network. • Create and compare scenarios by implementing different transport management strategies to better plan for events/incidents. • Provide decision support to users allowing effective incident mitigation, network upgrades/improvement implementation and provide key data for the development of the £310m CRSTS programme. • Provide automated alerts when anomalies in the current traffic conditions are detected that indicate an incident or unknown event, enabling a quicker response. • Monitor all bus journey times on the network and analyse deviation from timetables to further prioritise network improvements. • Provide predictions to create mitigation strategies for bus priority, recurrent and nonrecurrent conditions on the network, including incidents. • Provide measurable outcomes through modelling to drive bus priority policies that are suitable and achievable for the network. • Reduce delays on the network by testing and then implementing the most appropriate mitigation measures. • Provide a proactive approach to avoid congestion before it happens and provide retrospective improvements from analysis of performance. • Interface with the existing Urban Traffic Management Control system and assist with the ongoing collaborative work with the police on Incident Management by achieving better incident management to alleviate congestion management by analysing the effects of road closures. <p>There is a need to progress the bus reliability module procurement in advance of the development of a full business case for the £46.2m CRSTS Bus Corridor</p> | | |

| Project | Cost | Date |
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| <p>Improvements Package to make key improvements to bus reliability and provide vital data to support further development of the Package.</p> <p>Aligned to our wider digital strategy, TVCA has the ambition to become a highly digital and technologically innovative city region. The £10m investment package set out in the CRSTS programme outlining the investment in digital assets and infrastructure will enable TVCA to achieve the objectives set out in the STP and vision set out within the Digital Transport Strategy. To do this, TVCA is seeking to develop the following digital capabilities: a data platform, digital services and a Digital twin. The bus reliability module is the first stage of development of a Tees Valley Digital Twin.</p> | | |
| <p>Redcar & Cleveland Preventing Crime & Disorder Proposal (UKSPF Funding)</p> <p>TVCA is the designated Lead Authority for UKSPF. The Tees Valley UKSPF Investment Plan was submitted to government for approval in July 2022. The plan details the investment priorities Tees Valley will focus their UKSPF allocation of £46.3m (including £3.6m of Multiply funding) for the period April 2022 to March 2025 and was developed in collaboration with the Local Partnership Group following TVCA Cabinet agreement in July 2022.</p> <p>The Investment Plan was signed off formally by Government in December 2022 and spend against the fund is eligible from April 2022. An overarching UKSPF implementation plan has been produced which outlines the approach to the delivery of UKSPF funding.</p> <p>All project proposals are subject to the development and appraisal of a proportionate business case in line with the TVCA Assurance Framework.</p> <p>An eligible proposal for the Redcar & Cleveland Preventing Crime & Disorder project has come forward seeking £520,000 UKSPF funding under the Communities and Place Investment Priority to deliver a range of exclusively defined activities and investing in existing dedicated provision with the aim of supporting & protecting local businesses, improve perceptions, and reduce opportunities for crime and ASB, in the borough of Redcar & Cleveland.</p> <p>The UKSPF funding is proposed to contribute towards the cost to Redcar & Cleveland Borough Council towards the delivery of CCTV service provision and resources, youth diversionary activities and Community Safety Engagement worker enforcement resources.</p> <p>Following appraisal in line with the Assurance Framework the business case is recommended for support.</p> | £520k | 16/10/2023 |
| <p>Hartlepool & Middlesbrough Mayoral Development Corporations</p> <p>A business case has been submitted to draw down TVCA grant investment of £25m to establish the Hartlepool & Middlesbrough Mayoral Development Corporations. This investment includes £0.5m funding in advance of business case (£0.25m allocated to each area) to develop Baseline Analysis Report and Master Plans for each area.</p> | £25 million | 08/12/2023 |

| Project | Cost | Date |
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| <p>The Master Plans have been developed by ARUP to guide the transformation change of the Hartlepool & Middlesbrough Development Corporation areas and are intended to act as ‘live’ investment guides to define the placemaking objective of the MDCs to complement existing activity.</p> <p>Investment will enable the Development Corporations to reshape the area, attract investment and visitors, support businesses and, ultimately, make the towns – and by extension the whole of Tees Valley – better places to live, work, invest, study and visit.</p> <p>This includes delivering 6,000 new jobs, building up to 2,800 new homes and renew and revitalise key areas within the designated zones.</p> <p>Programme start date 1st April 2023 February 2023. Programme completion date 31st March 2029.</p> | | |
| <p>Darlington Town Centre Resilience Plan</p> <p>TVCA is the designated Lead Authority for UKSPF. The Tees Valley UKSPF Investment Plan was submitted to government for approval in July 2022. The plan details the investment priorities Tees Valley will focus their UKSPF allocation of £46.3m (including £3.6m of Multiply funding) for the period April 2022 to March 2025 and was developed in collaboration with the Local Partnership Group following TVCA Cabinet agreement in July 2022.</p> <p>The Investment Plan was signed off formally by Government in December 2022 and spend against the fund is eligible from April 2022. An overarching UKSPF implementation plan has been produced which outlines the approach to the delivery of UKSPF funding.</p> <p>All project proposals are subject to the development and appraisal of a proportionate business case in line with the TVCA Assurance Framework.</p> <p>An eligible proposal for the Darlington Town Centre Resilience Plan project has come forward seeking £520,000 UKSPF funding under the Communities and Place Investment Priority. The proposal will deliver a range of exclusively defined activities and investing in existing dedicated provision with the aim of supporting & protecting local businesses, improve perceptions, and reduce opportunities for crime and ASB, in the borough of Darlington.</p> <p>The UKSPF funding is proposed to contribute towards the costs to Darlington Borough Council to:</p> <ul style="list-style-type: none"> o Employ 6 key staff: Community Safety Programme Manager; 4 new Civic Enforcement Officer roles (increasing current provision by 200%); and an Intelligence Analyst o Extending the opening hours of Darlington Safer Hub – No 40 o Provide additional street cleaner resource creating 2 new roles o Extend the Taxi Marshall creating 3 new roles o Street furniture refurbishment o Town Centre Marketing Campaign | £520,000 | 24/01/2024 |

| Project | Cost | Date |
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| <p>Following appraisal in line with the Assurance Framework the investment proposal is recommended for support.</p> | | |
| <p>Darlington Market Vault Improvements: Phase 2</p> <p>Darlington Borough Council previously secured IGF investment to the value of £1,032,939 to refurbish / redevelop Market Vaults (phase 2) to provide hospitality and catering space.</p> <p>During the project delivery phase, the Council identified that the original Call-Off underestimated the scale of improvements the project could achieve and project costs. This has resulted in a revised Call-Off being submitted for the Darlington Market Vaults (phase 2) project, for which the Council is seeking £410,625 additional IGF investment (total revised investment amounts to £1,443,564).</p> <p>The below provides details of the outputs the project has achieved; additional outputs the additional IGF investment has enabled is shown in <i>(italics)</i>: Provide occupancy space for 400 people by October 2022 <i>(+46)</i> 4,786 sq/ft of commercial floorspace created <i>(+1,786 sq/ft)</i> 24 additional new jobs created by December 2022 <i>(+5.5)</i> 3 new businesses created by 30th November 2023 <i>(+2)</i> Reduction in vacant units/properties by 30th November 2022 <i>(+2)</i></p> | <p>£410,625</p> | <p>14/02/2024</p> |
| <p>The FUSION adaptive traffic signal control module</p> <p>To secure CRSTS funding, TVCA were required to submit a Programme Business Case outlining its proposed programme of investment. The Secretary of State for Transport confirmed to the Tees Valley Mayor in April 2022 that £310 million was allocated to TVCA and in July 2022, the agreed delivery plan was confirmed and published.</p> <p>To secure Levelling Up Fund Round 2 (LUF) funding, TVCA submitted a funding bid outlining our proposed programme of investment. In January 2023, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £17.8 million to TVCA for the delivery of nine LCWIP (Local Cycling and Walking Infrastructure Plans) corridors.</p> <p>Bus Deliverables: A key investment package in our Transport Programme is a “shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers.” This is to be achieved through the delivery of our Bus Service Improvement Plan which sets out 5 key themes:</p> <p>A sustainable network for the future Bus priority improvements Improved fare offer Enhanced customer experience Decarbonising the bus fleet</p> <p>To help achieve this, £46.2m of the CRSTS Programme is allocated to bus priority</p> | <p>£700k</p> | <p>28/02/2024</p> |

| Project | Cost | Date |
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| <p>improvements. A comprehensive analysis exercise identified nine key corridors where a phased programme of improvements will be delivered to:</p> <p>Enhance the bus offer by reducing the impact of congestion and journey time variability on end-to-end bus journey times to make buses a more desirable mode choice.</p> <p>Improve the punctuality of bus services to employment, education, essential services and leisure opportunities in the five key urban centres (Darlington, Middlesbrough, Stockton on Tees, Redcar and Cleveland & Hartlepool).</p> <p>Increase the number of public transport interchange facilities across Tees Valley to improve integration between bus, rail and active travel.</p> <p>Improve the bus passenger experience and the level of satisfaction with the bus network.</p> <p>The nine key corridors have been subject to detailed site assessments to understand and evidence the problems, constraints, issues and opportunities on each corridor. Whole Route Improvement Plans (WRIPs) were produced to identify interventions to address the constraints and maximise opportunities, whilst positively contributing towards the objectives defined to support bus service improvements. The process of producing the WRIPs covered five key elements:</p> <p>Description of the problems evidenced and validated as part of the Bus Corridor Assessments; Summary of the long list of improvement options generated; Identification of the SMART programme objectives set in line with Transforming Cities Fund objectives, Department for Transport guidance, TVCA's Bus Improvement Plan and Green Book principles; Description of the Multi-Criteria Appraisal Tool utilised to inform the option shortlist and the packaging of options; and A summary of intervention costings.</p> <p>Cycling Deliverables: Both CRSTS & LUF programmes focus on the delivery of our Local Cycling and Walking Infrastructure Plans (LCWIPs), which identifies and prioritises improvements in our cycling and walking infrastructure. LCWIPs facilitate long-term network development and support future investment advocacy. The Tees Valley Local Cycling and Walking Infrastructure Plan offers a comprehensive view of the region's network and prioritises implementation of new routes.</p> <p>Digital Deliverables: From the CRSTS £310m settlement, £10m was allocated for 'Putting Tees Valley at the heart of the digital transport revolution'.</p> <p>TVCA is seeking to deliver a comprehensive package of digital infrastructure and services to accelerate our ambition for a digitally enabled transport system across</p> | | |

| Project | Cost | Date |
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| <p>the region. The package includes:</p> <ul style="list-style-type: none"> • Managing and optimising the highway network using the Urban Traffic Management & Control (UTMC) system; • Interventions to encourage, support and incentivise people to use active travel and public transport; and • Interventions to collate and provide data on multi-modal journeys, real time movement and occupancy data to enable customers to make informed travel choices. <p>Proposal:</p> <p>As part of the CRSTS & LUF WRIPs and LCWIPS bus and cycle corridor interventions as outlined above by WSP, we are proposing to procure FUSION from Yunex to use digital transport technology at traffic junctions & crossings to validate and inform intervention proposals. This will ensure the interventions are still the optimum solution and provide viable value for money.</p> <p>Digital Technology can achieve the same/improved results without costly road infrastructure changes, resulting in multi-million-pound savings. WSP are keen to use FUSION as an opportunity to support the CRSTS programme as results will be available within a couple of months of project inception and could see re-investment of savings.</p> <p>Tees Valley has an existing Yunex Traffic UTC (Urban Traffic Control for traffic signals) system. FUSION is an additional module provided by Yunex, developed with Transport for London, and is the replacement adaptive control system for SCOOT.</p> <p>SCOOT (Split Cycle Offset Optimisation Technique) facilities operate via an adaptive system that uses an algorithm to constantly optimise the green split, junction offset and region cycle time for a group of coordinated signals, based on local traffic demands. SCOOT relies on below ground loops that often break, resulting in roadworks to cut into the road to fix. FUSION will use above ground technology, removing the need for digging up roads to address faults.</p> <p>FUSION is only available on the Yunex Traffic UTC system and is only sold by Yunex Traffic. Recent testing of FUSION showed that when FUSION was deployed, it reduced delays by more than 13% and stops by 10%. The impact on congestion was particularly significant, with FUSION reducing congestion by between 20% and 60% compared to SCOOT over a 45-day period. No other solution on the market has demonstrated this improvement. To consider an alternative solution to FUSION and Yunex Traffic would require a brand-new UTC and UTMC (Urban Traffic Management Control) system which we have already invested £4m in developing. This would not only be a costly exercise to find another solution, but also impact on the Digital Twin project which has been specifically designed to work with the Yunex product.</p> <p>We have also looked at FUSION to address other issues:</p> <p>Validate all SCOOT regions for timings/loops to achieve ultimate signal</p> | | |

| Project | Cost | Date |
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| <p>optimisation. This has not been done in 15-20 years in most locations as this is a timely and costly exercise and needs to be performed by trained SCOOT engineers. This will be addressed by the FUSION install team by default; and FUSION is easier to train than SCOOT and therefore will address a skills shortage within the team as one member has recently retired, leaving limited resources.</p> <p>FUSION is on the CRSTS & CRSTS2 Digital Transport Development £70m roadmap.</p> <p>Proceeding at pace to purchase FUSION, will not only support WSP on the £310m CRSTS & LUF delivery, but will secure supplier resources because of the DfT's ITMF (Intelligent Traffic Management Fund) competition that is due to be announced imminently. This is a £20m challenge fund to deploy advanced technology for traffic signals, making use of machine learning & AI to optimise traffic flow and balance traffic across wider areas. Once the winners of this competition are announced in September 2024, all leading suppliers will have resource issues for the next 2 years.</p> <p>We estimate that FUSION will cost £600k to implement, with £150k for 5 years on-going maintenance support and project management costs, but this is dependent on a formal quote.</p> <p>The advanced funding will allow for Middlesbrough Council as the lead authority in Tees Valley for Traffic Signals & UTMC to procure the FUSION module under their existing contract to deliver the benefits required.</p> | | |
| <p>Northern Echo Building DDR to approve BC commit funds</p> <p>Darlington Borough Council seeks to use Investment Plan and IGF funds to finance the acquisition and development of the former Northern Echo Building. The proposed development includes the provision of a new Adult Skills Facility on the ground floor alongside the provision of circa. 3,235 sq/m of commercial Grade A office space on the upper floors.</p> <p>The provision of Adult Skills Facility and office space in Darlington town centre will: widen physical and academic accessibility and cater for increasing demand. be specifically equipped for training particularly in digital skills. meet a need for Grade 'A' office space following HM Treasury relocation announcement. increase employment opportunities; and bring additional life and vibrancy to the town centre creating something exciting that will increase footfall in the town.</p> <p>Towns Funding to the value of £1.323m has previously been approved to acquire the building, provide a new Adult Skills Facility on the ground floor and repurposing the upper floors to residential use. Changes in the economic landscape of Darlington, with the announcement of the creation of Darlington Economic Campus and the relocation of 2,000 civil servant jobs, have identified market failures in terms of available, quality, commercial property, and business growth.</p> | £4,089,360 | 11/03/2024 |

| Project | Cost | Date |
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| <p>To address these market failures Darlington Borough Council has submitted a Project Adjustment Request to Government to increase the Towns Fund investment from £1.323m to £6.262m and re-purpose the upper floors to commercial use.</p> <p>In addition, Darlington Borough Council are looking to utilise £4m Investment Plan and secure a further £89,360 IGF investment.</p> <p>An allocation of £10m is included within Investment Plan refresh under the Place theme, which draw-down of £4m is being requested from. A total of £5.931m IGF has previously approved as part of the Darlington Strategic Acquisitions Project, of which £1.008m was allocated for the acquisition and redevelopment costs of the Northern Echo Building.</p> <p>Included within the benefits that the Northern Echo Building Development will bring, are as detailed below: 30 Construction jobs created. 84 Net FTE jobs created. 1 Public facility created. 600 Improved office space created (sq/m). 3,235 Commercial office space created (sq/m). 50 Enterprises receiving non-financial support. 25 Individuals supported to enterprise ready. 500 People using training & education facilities. 60 Close collaborations with employers. 250 People gaining certificates, graduating, and completing courses. 100 Learner enrolled at training facility. 215 People supported into employment p/a. 98 People supported into higher paid employment p/a.</p> | | |
| <p>Woodland Road Phase 2 Design and Development Work</p> <p><u>Funding Overview</u></p> <p>To secure Active Travel Fund Tranche 3 (“ATF3”) funding TVCA was required to submit a bid to DfT, and a grant funding letter of £3,710,200 was received on 18th March 2022, of which £1,283,200 was allocated towards Woodland Road Phase 2.</p> <p>TVCA also received an additional £521,875 of ATF3 funding for Woodland Road Phase 2 as a result of a change control request for additional funding for the scheme.</p> <p>To secure City Region Sustainable Transport Settlement (“CRSTS”) funding TVCA was required to submit a Programme Business Case outlining its proposed programme of investment. In April 2022, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £310 million to TVCA. In July 2022, the agreed delivery plan was confirmed and published.</p> <p>Part of the CRSTS programme involves the delivery of our Local Cycling and Walking Infrastructure Plan (LCWIP), which identifies and prioritises improvements in our</p> | £226,978.96 | 19/03/2024 |

| Project | Cost | Date |
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| <p>cycling and walking infrastructure. The LCWIP facilitates long-term network development and supports future investment advocacy. The Tees Valley Local Cycling and Walking Infrastructure Plan offers a comprehensive view of the region's network and prioritises implementation of new routes. Through the ATF3 bid, TVCA was successful in receiving funding towards two identified LCWIP schemes.</p> <p>The CRSTS Programme aims to boost growth and productivity by investing in infrastructure, improving standards, and reducing carbon emissions through transportation decarbonisation. The programme also places an emphasis on accessibility, sustainability and providing alternative options to the car, such as public transport, walking, wheeling and cycling.</p> <p><u>The Proposal</u></p> <p>As agreed in our LCWIP Project Management Framework, projects will be delivered by the Local Authorities. In order to progress Woodland Road Phase 2, design and development work must be carried out. A maximum of £226,978.96 is now sought as advance funding to Darlington Borough Council to allow them to undertake this design and development work. This amount includes but is not limited to internal engineering fees, Highways Direct Labour Organisation costs, surveys and external appointments, preliminary and detailed design, consultation/engagement activity, approvals and notifications, design management, construction management, expenses and project management fees.</p> | | |
| <p>UKSPF Supporting Local Business Priority to support the Sector Network Development proposal</p> <p>TVCA is the designated Lead Authority for UKSPF. The Tees Valley UKSPF Investment Plan was submitted to government for approval in July 2022. The plan details the investment priorities Tees Valley will focus their UKSPF allocation of £46.3m (including £3.6m of Multiply funding) for the period April 2022 to March 2025 and was developed in collaboration with the Local Partnership Group following TVCA Cabinet agreement in July 2022.</p> <p>The Investment Plan was signed off formally by Government in December 2022 and spend against the fund is eligible from April 2022. An overarching UKSPF implementation plan has been produced which outlines the approach to the delivery of UKSPF funding.</p> <p>All project proposals are subject to the development and appraisal of a proportionate business case in line with the TVCA Assurance Framework.</p> <p>An eligible proposal from Sector Network Development has come forward seeking £295,000 UKSPF funding under the supporting local business investment priority Intervention E29: Supporting Decarbonisation & supporting Natural Environment to support the development of sector networks. Investment also includes an allocation of £15,000 which TVCA will utilise to commission an Evaluation.</p> <p>Investment will supplement the current budgets of NOF (Energi Coast) and NEPIC to deliver a programme of defined activity, which will expand on support</p> | £295,000 | 19/03/2024 |

| Project | Cost | Date |
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| <p>currently provided through existing / established arrangements.</p> <p><u>NOF (Energi Coast) sector network activity:</u> NOF (Energi Coast) will represent the Tees Valley Offshore Wind sector as part of the wider North-East offshore wind cluster at events both locally, nationally, and overseas to promote the cluster and facilitate collaboration opportunities between North-East (including Tees Valley) England and companies located outside of the region.</p> <p>Total project costs amount to £525,000, funded as follows:</p> <ul style="list-style-type: none"> ○ £150,000 UKSPF ○ £255,000 NOF/Energi Coast ○ £120,000 North of Tyne Combined Authority <p>Project start date is 1st June 2023 with a project completion date of 31st March 2025.</p> | | |
| <p>Nunthorpe to Guisborough Walking and Cycling Scheme (PROJ -4170) – Legal Fees</p> <p><u>Funding Overview</u></p> <p>To secure Transforming Cities Fund Tranche 1 (TCF), TVCA was required to submit a bid to DfT, and a grant funding letter of £59m was received on 28th March 2018, of which £1,671,828 was allocated towards the Nunthorpe and Guisborough Walking and Cycling scheme.</p> <p>To secure City Region Sustainable Transport Settlement (“CRSTS”) funding TVCA was required to submit a Programme Business Case outlining its proposed programme of investment. In April 2022, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £310 million to TVCA. In July 2022, the agreed delivery plan was confirmed and published.</p> <p>Part of the CRSTS programme involves the delivery of our Local Cycling and Walking Infrastructure Plan (LCWIP), which identifies and prioritises improvements in our cycling and walking infrastructure. The LCWIP facilitates long-term network development and supports future investment advocacy. The Tees Valley Local Cycling and Walking Infrastructure Plan offers a comprehensive view of the region's network and prioritises implementation of new routes. Through the ATF3 bid, TVCA was successful in receiving funding towards two identified LCWIP schemes.</p> <p>The CRSTS Programme aims to boost growth and productivity by investing in infrastructure, improving standards, and reducing carbon emissions through transportation decarbonisation. The programme also places an emphasis on accessibility, sustainability and providing alternative options to the car, such as public transport, walking, wheeling and cycling.</p> <p><u>The Proposal</u></p> <p>As agreed in our LCWIP Project Management Framework, projects will be delivered by the Local Authorities. To progress the Nunthorpe to Guisborough</p> | £21,043.82 | 03/04/2024 |

| Project | Cost | Date |
|---|--------------------|-------------------|
| <p>Walking and Cycling Scheme towards the delivery phase, Redcar and Cleveland Borough Council require a funding advance of a maximum of £21,043.82. This advance will be used to purchase a licence for TVCA to use a section of land for construction works on the scheme.</p> | | |
| <p>Bus service Improvements in the Branksome to Red Hall and Darlington to Middlesbrough bus corridor / Darlington to Durham bus corridor – Design Feasibility and Development works</p> <p><u>Funding Overview</u></p> <p>To secure City Region Sustainable Transport Settlement (“CRSTS”) funding TVCA was required to submit a Programme Business Case outlining its proposed programme of investment. In April 2022, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £310 million to TVCA. In July 2022, the agreed delivery plan was confirmed and published.</p> <p>The CRSTS programme aim to boost growth and productivity by investing in infrastructure, improving standards, and reducing carbon emissions through transportation decarbonisation. They also emphasise on accessibility, sustainability and providing alternative options to the car, such as public transport, walking, wheeling and cycling.</p> <p><u>The Proposal</u></p> <p>A maximum of £168,824.44 is now sought as advanced funding to Darlington Borough Council to allow them to undertake design, feasibility and development works on the following work package.</p> <p>Branksome to Red Hall and Darlington to Middlesbrough bus corridor</p> <ul style="list-style-type: none"> • ID11AC-Bondgate Roundabout Bus Lane Improvements - £21,835.04 • ID11F-Greenbank Road-Portland Place Junction Improvements -£22,715.67 • ID12A-Town Centre Bus Routes Improvements - £7,683.13 • ID17AC-McMullen Road-Tornado Way Junction Improvements - £47,106.44 <p>Darlington to Durham bus corridor</p> <ul style="list-style-type: none"> • ID20G – A167 Burtree Lane Junction Improvements - £69,484.16 | <p>£168,824.44</p> | <p>23/05/2024</p> |
| <p>Yarm Road to Teesside International Airport Local Cycling and Walking Infrastructure scheme</p> <p><u>Funding Overview</u></p> <p>To secure City Region Sustainable Transport Settlement (“CRSTS”) funding TVCA was required to submit a Programme Business Case outlining its proposed programme of investment. In April 2022, the Secretary of State for Transport confirmed to the Tees Valley Mayor an allocation of £310 million to TVCA. In July 2022, the agreed delivery plan was confirmed and published.</p> <p>Part of the CRSTS programme involves the delivery of our Local Cycling and</p> | <p>£7,338.68</p> | <p>31/05/2024</p> |

| Project | Cost | Date |
|---|------|------|
| <p>Walking Infrastructure Plan (LCWIP), which identifies and prioritises improvements in our cycling and walking infrastructure. The LCWIP facilitates long-term network development and supports future investment advocacy. The Tees Valley Local Cycling and Walking Infrastructure Plan offers a comprehensive view of the region's network and prioritises implementation of new routes.</p> <p>The CRSTS Programme aims to boost growth and productivity by investing in infrastructure, improving standards, and reducing carbon emissions through transportation decarbonisation. The programme also places an emphasis on accessibility, sustainability and providing alternative options to the car, such as public transport, walking, wheeling and cycling.</p> <p><u>The Proposal</u></p> <p>As outlined in our LCWIP Project Management Framework, projects will be delivered by the Local Authorities. To progress the Yarm Road to Teesside International Airport Local Cycling and Walking Infrastructure scheme, design and development work must be carried out. A maximum of £7,338.68 is now sought as advance funding to Darlington Borough Council to allow them to undertake this design and development work. This amount includes but is not limited to internal engineering fees, and surveys and external appointments.</p> | | |