



Joint LEP and Tees Valley Combined Authority Agenda

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Date: Tuesday, 19th July, 2016 after the conclusion of the TVCA Meeting but no sooner than 2.20pm

Venue: Meeting Room 1, Cavendish House, Teesdale Business Park, Stockton-on-Tees, TS17 6QY

Membership:

Mayor David Budd (Mayor of Middlesbrough Council) (Chair)
Councillor Bill Dixon (Leader of Darlington Borough Council)
Councillor Christopher Akers-Belcher (Leader of Hartlepool Borough Council)
Councillor Sue Jeffrey (Leader of Redcar and Cleveland Borough Council)
Councillor Bob Cook (Leader of Stockton-on-Tees Borough Council)
Paul Booth (Chair of Tees Valley Local Enterprise Partnership)

Associate Membership:

Phil Cook (Member of Tees Valley Local Enterprise Partnership)
Paul Croney (Member of Tees Valley Local Enterprise Partnership)
Ian Kinnery (Member of Tees Valley Local Enterprise Partnership)
Alastair MacColl (Member of Tees Valley Local Enterprise Partnership)
Naz Parkar (Member of Tees Valley Local Enterprise Partnership)
Nigel Perry (Member of Tees Valley Local Enterprise Partnership)
David Robinson (Member of Tees Valley Local Enterprise Partnership)
David Soley (Member of Tees Valley Local Enterprise Partnership)

EXTRAORDINARY MEETING

AGENDA

- 1. Apologies for absence**
- 2. Declarations of Interest**

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3. Minutes of the Meeting of the Tees Valley Transport Committee held on 22nd June 201

Minutes attached

4.* Large Local Majors Bid

Report attached

5.* Growth Deal 3 Bid

Report attached

* = Exempt Item

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Members of the Public - Rights to Attend Meeting

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting or for details of access to the meeting for disabled people, please contact: Peter Bell – 01642 526188 – peter.bell@stockton.gov.uk

Members' Interests

Members (including co-opted Members) should consider whether they have a personal interest in any item, as defined in paragraphs 9 and 11 of the Tees Valley Combined Authority's (TVCA) code of conduct and, if so, declare the existence and nature of that interest in accordance with and/or taking account of **paragraphs 12 - 17** of the code.

Where a Member regards him/herself as having a personal interest, as described in **paragraph 16** of the code, in any business of the TVCA he/she must then, **in accordance with paragraph 18** of the code, consider whether that interest is one which a member of the public, with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice the Member's judgement of the public interest and the business:-

- affects the Member's financial position or the financial position of a person or body described in **paragraph 17** of the code, or
- relates to the determining of any approval, consent, licence, permission or registration in relation to the Member or any person described in **paragraph 17** of the code.

A Member with a personal interest, as described in **paragraph 18** of the code, may attend the meeting but must not take part in the consideration and voting upon the relevant item of business. However, a Member with such an interest may make representations, answer questions or give evidence relating to that business before the business is considered or voted on, provided the public are also allowed to attend the meeting for the same purpose whether under a statutory right or otherwise (**paragraph 19** of the code).

Disclosable Pecuniary Interests

It is a criminal offence for a Member to participate in any discussion or vote on a matter in which he/she has a disclosable pecuniary interest (and where an appropriate dispensation has not been granted)(**paragraph 20** of the code).

Members are required to comply with any procedural rule adopted by the TVCA which requires a Member to leave the meeting room whilst the meeting is discussing a matter in which that Member has a disclosable pecuniary interest (**paragraph 21** of the code).

TEES VALLEY TRANSPORT COMMITTEE

Meeting held at Cavendish House at 10.00am on Wednesday, 22nd June 2016

ATTENDEES

Members

Councillor Bill Dixon (Chair)	Leader of Darlington Borough Council	DBC
Councillor Nick Wallis	Darlington Borough Council	DBC
Councillor Kevin Cranney	Hartlepool Borough Council	HBC
Councillor Charles Rooney	Middlesbrough Council	MBC

Apologies for absence

Councillor Nigel Cooke	Stockton-on-Tees Borough Council	SBC
David Robinson	LEP Member	LEP

Officers

Ada Burns	Chief Executive of Darlington Borough Council	DBC
Dave Carter	Middlesbrough Council	MBC
Michael Greene	Redcar and Cleveland Borough Council	R&CBC
Richard McGuckin	Stockton-On-Tees Borough Council	SBC
Peter Bell	Stockton-on-Tees Borough Council	SBC
Sharon Jones	Stockton-on-Tees Borough Council	SBC
Linda Edworthy	TVCA	TVCA
Jonathan Spruce	TVCA	TVCA

Action

TVTC INTRODUCTIONS

1/16 The Chair and all those present gave introductions.

TVTC DECLARATIONS OF INTEREST

2/16 There were no interests declared.

TVTC PURPOSE / ROLE OF THE TEES VALLEY TRANSPORT COMMITTEE

3/16

Members were presented with Part 3.2 of the TVCA Constitution that related to the Tees Valley Transport Committee (TVTC).

RESOLVED that Part 3.2 of the TVCA Constitution that related to the Tees Valley Transport Committee (TVTC) be noted.

TVTC **STRATEGIC TRANSPORT PRIORITIES**
4/16

Consideration was given to a report on the strategic transport priorities.

The Tees Valley Devolution Deal with Government set out four strategic transport priorities. A briefing paper was attached to the report and described the rationale behind the four priorities, and the progress with them since the signing of the Devolution Deal.

The Independent Economic Review, commissioned by Transport for the North (TfN), defined three growth scenarios for the north of England. Across the North, the “Transformational” scenario would see a 5% increase in employment, an 8% increase in population, and a 15% increase in GVA. For the Tees Valley, “Transformational” meant 25,000 new jobs, 23,000 new homes and a £1 billion increase in GVA. These numbers were embedded in the refreshed Strategic Economic Plan (SEP), and represented the levels of growth that our future transport network needed to accommodate.

The Tees Valley Devolution Deal, signed in October 2015, included four strategic priorities for transport investment, and these had been reiterated in the refreshed SEP. The four priorities were:

- Darlington station to be HS2 ready, with new platforms and links to adjacent developments;
- An additional crossing of the River Tees;
- Improved east-west road connectivity from the A1(M) to the international gateway at Teesport; and
- Electrification of the Northallerton to Teesport rail line to improve freight to Teesport and passenger services to Middlesbrough.

All of the four priorities offer pan-Northern benefits and delivered better connectivity between the North’s key economic assets. Indeed, the Devolution Deal also included the statement that the Government committed “to facilitate to ensure key strategic infrastructure projects are considered as part of the development of the Northern Transport Strategy”.

Since the signing of the Devolution Deal, TVCA had been working with TfN to understand where the priorities were likely to sit within the development of a Northern Transport Strategy (NTS) by March 2017, and to ensure that the role of the Tees Valley in building the Northern Powerhouse was fully understood and recognised.

TVCA would be playing a full and active part in each of the TfN work programmes over the next nine months leading to the publication of the investment plan that would form the basis of the NTS in March 2017. The Tees Valley was a city region and could add to the NTS in own

right, adding value to the original core city principles set out in the One North report.

Members were given the opportunity to make comment and ask questions on the report and these could be summarised as follows:-

1. There was national recognition of the good work that was going on in the Tees Valley.
2. A huge amount of work had been put in by the Chair (Councillor Bill Dixon, Ada Burns, businesses, officers and members of the 5 Tees Valley Authorities.
3. Central government had been convinced of the key role the Tees Valley and transport could play in driving forward economic regeneration of the region.
4. There was an immense task ahead to deliver the projects but there was now a clear road map ahead.
5. The four priorities as detailed within the report were good sound priorities.
6. With regard to the Durham Tees Valley Airport (DTVA) Members felt that perhaps the TVTC should be holding Peel to account of what they were doing and the opportunities that had been missed. Another option could be that the TVTC ask the LEP Board to convene a Task and Finish Group that would include some key partners from the private sector. It was agreed that Officers prepare an options paper on how best the TVTC and the LEP should scrutinise the master plan for DTVA.

RESOLVED that:-

1. The report be noted.
2. Officers prepare an options paper on how best the TVTC and the LEP should scrutinise the master plan for DTVA.

TVTC 5/16 TRANSPORT AND INFRASTRUCTURE GROUP WORK PLAN 2016-17

Consideration was given to a report on the Transport and Infrastructure Group Work Plan 2016-17.

The report set out the suggested work plan for the Tees Valley Transport and Infrastructure Group (TIG) for 2016-17 following a discussion at its meetings on 15 April and 10 June. Within the constitution of the Tees Valley Combined Authority, TIG acted as the advisory body for the TVTC, and so there was a need to agree and endorse the work plan for the Group on an annual basis.

The Tees Valley Devolution Deal set out four clear strategic transport priorities. Advocacy work had focused on embedding those priorities within the emerging programme for Transport for the North (TfN).

There had also been a significant amount of feasibility and development work being undertaken on three of the priorities to help make the case for their inclusion in the next round of national road and

rail investment programmes, for example:

- Development of a commercial-led growth hub master plan for Darlington station;
- Traffic modelling and engineering feasibility work to produce a shortlist of options for an additional strategic road crossing of the River Tees;
- Traffic modelling and engineering feasibility work to develop options for improved east-west road connectivity from the A1(M) to the international gateway at Teesport.

At its meetings on 15 April and 10 June 2016, TIG discussed its work plan for 2016-17, with a primary focus to ensure that the strategic priorities were included in the necessary programmes, but also mindful of the need to address the issue of bus franchising that was also mentioned in the Devolution Deal, the preparation of a new Strategic Transport Plan to support the refreshed SEP, as well as continuing to address other infrastructure issues such as broadband.

At the meetings, TIG developed the work plan that was attached to the report, mindful of external deadlines for investment decisions and the planned work within TfN in 2016-17.

Although the 2016-17 work plan was focused around transport, given the need to align with national road and rail funding programmes, there was also a need for TIG to keep a “watching brief” on other elements of economic infrastructure, such as broadband. A review of the Strategic Infrastructure Plan in early 2017 would help define what work on these other elements would be needed in later years.

Progress on the TIG work plan for 2016-17 would be reported to the Committee at subsequent meetings through a dashboard reporting system being developed by TIG. An example of the type of reporting was shown in a table that was attached to the report. The table showed strategic transport priorities and a RAG rating in terms of progress. At present, this was showing a clear need to accelerate work with TfN and Network Rail, as well as private sector partners, to embed the rail priorities within the next five year programme of national rail improvements from 2019 to 2024.

Members were given the opportunity to make comment and ask questions on the report and these could be summarised as follows:-

1. There was a narrative behind the TIG Work Plan dash board.
2. Members of the TVTC should try and attend at least one meeting of the TIG.
3. The issue of broadband should be continued to be brought to the TVTC.

RESOLVED that the Transport and Infrastructure Group (TIG) Work Plan 2016-17 be endorsed.

Consideration was given to a report on the Tees Valley Strategic Transport Plan Framework.

The refreshed Strategic Economic Plan (SEP) set out how TVCA would achieve transformational growth of 25,000 new jobs, 23,000 new homes and a £1 billion increase in GVA. All of our growth sectors needed effective and reliable multi-modal transport connections. To support the refreshed SEP, and to recognise the new Tees Valley Combined Authority, a Strategic Transport Plan for the Tees Valley would be prepared over the next nine months.

The Tees Valley lay at an important axis of north-south and east-west transport routes that serve the local, regional, Northern and national economies – the A1 Great North Road, the A19 via the Tyne Tunnel, the A66 trans-Pennine route, the East Coast Main Line and the River Tees itself. Teesport, the third largest port in the UK, acted as a major international gateway, and Durham Tees Valley Airport connected the Tees Valley to its global trading partners.

There were ambitious plans to build on the Tees Valley world-class expertise and critical mass sectors such as chemicals, energy, advanced manufacturing (particularly oil and gas, metals and automotive) and logistics, with growing capability in new industries - biologics, subsea, digital / creative and the low carbon economy. The refreshed SEP set out how TVCA would achieve transformational growth of 25,000 new jobs, 23,000 new homes and a £1 billion increase in GVA. All of the growth sectors needed effective and reliable multi-modal transport connections.

Following on from the publication of the refreshed SEP, the intention was for the Tees Valley Combined Authority to develop and publish a framework for a new Strategic Transport Plan to support the SEP. The Plan itself was intended to complement the work being done by Transport for the North to develop an investment plan for transport across the North, in line with the development of the next five year national rail and road programmes. As such, it was recognised that the Plan needed to:

- be informed by the National Rail and Road Network connections and use transport as an Engine for Growth;
- maximise the opportunities afforded by committed/planned investment in the National Networks;
- achieve frequent and reliable multi-modal connections between our Strategic Centres;
- enhance connections to our Economic Assets (e.g. Teesport, Durham Tees Valley Airport, Enterprise Zones);
- inform the connections from Local Hubs into the Strategic Centres and Economic Assets; and, ultimately,
- facilitate “Transformational” growth.

The emerging framework for the Plan, and its relationship in particular to key partners and principal sources of funding, was illustrated in an attached diagram, through five “stepping stones” to success. Members were invited to comment on the framework to inform its development.

The framework would be the subject of a wider consultation exercise in

Autumn 2016, with the aim of developing the final Plan for Spring 2017. Members would be provided with an update on the progress of the Plan at regular intervals.

Members were given the opportunity to make comment and ask questions on the report and these could be summarised as follows:-

1. There had been a huge amount of work that had been put into the SEP by the 5 Tees Valley Authorities, TVCA and the LEP.
2. There were a lot of big plans that would have an important impact on the Tees Valley.
3. As the TVCA was reliant on the money coming through from government some of the plans may not be delivered so the SEP needed to be delivered with some of caution.
4. There needed to be a realistic and sensible debate of what plans could happen, what plans might happen and the risks that were involved.
5. It was important to put all the regeneration plans together with the transport plans.

RESOLVED that the report and Members comments be noted.

**TVTC
7/16** **EXCLUSION OF THE PUBLIC**

RESOLVED that that under Section 100A(4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.

**TVTC
8/16** **LARGE LOCAL MAJOR TRANSPORT SCHEMES FUNDING BIDS**

Consideration was given to a report on the large local major transport schemes funding bids.

In the March Budget, the Chancellor announced that he was inviting bids for the £475 million Large Local Major Transport Schemes fund. There were two deadlines for bids – 31 May for scheme development costs in 2016/17 and 21 July for funding in 2017/18 and beyond. In line with the bidding guidance, two bids had been prepared. The details of the bids were detailed within the report.

The bids would be presented to the TVCA Board on 19 July 2016 for approval.

RESOLVED that the two bids as detailed within the report be endorsed and forwarded to TVCA Board for consideration at the meeting to be held on 19 July 2016.

**TVTC
9/16** **GROWTH DEAL 3 (LOCAL GROWTH FUND)**

Consideration was given to a report on the Growth Deal 3 (Local Growth Fund).

The report presented the draft Transport Programme bid for the Local Growth Fund, which needed to be submitted to Government as part of the overall Programme bid, by the end of July 2016.

The draft Transport Programme bid would be considered as part of the

overall Programme bid for LGF by the TVCA Board meeting on 19 July 2016.

RESOLVED that the draft Transport Programme bid as detailed within the report be endorsed and forwarded to TVCA Board for consideration at their meeting to be held on 19 July 2016.