

Connecting the Tees Valley 2019 - 2029



TEES VALLEY
COMBINED
AUTHORITY

| TEES VALLEY MAYOR

STRATEGIC TRANSPORT PLAN

Draft v3.5

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How to Give Feedback

We would welcome your feedback on the draft document. Please complete our questionnaire which is available online at:

www.teesvalley-ca.gov.uk/transport/strategic-transport-plans

We will also be holding a number of consultation events across the Tees Valley, where you can meet us and discuss any questions, hopes or concerns for transport in the Tees Valley. Staff will also be on hand to help you complete the questionnaire. Further details on the events can be found on the website.

Deadline

The deadline for completing the questionnaire or any other comments on the consultation is 31 October 2019

Foreword

Tees Valley Mayor – Ben Houchen

Quote from the Tees Valley Mayor

Chair of the Tees Valley Combined Authority Transport Committee – Councillor Heather Scott

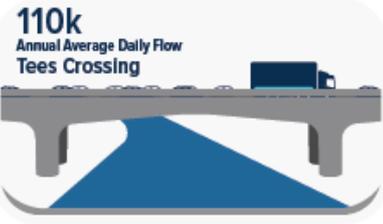
Quote from Councillor

Executive Summary

In order to ensure that everyone in Tees Valley is able to work, study, enjoy and fully participate in our ambitious plans for the future, we need a world class transport system. Delivering a world-class transport system that is fit for the future is a critical enabler for the success of the area. Our vision for transport in the Tees Valley is therefore:

“To provide a high quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from the Tees Valley.”

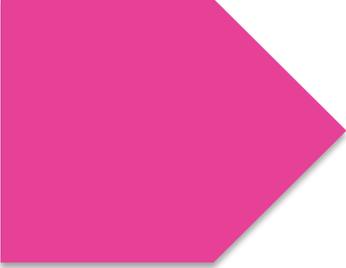
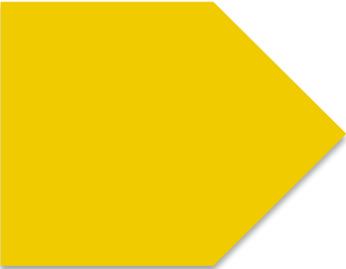
There are a number of challenges that we need to address and opportunities that we need to seize as summarised below:

 <p>31% OF HOUSEHOLDS HAVE NO CAR Compared to 25% Nationally</p>	<p>87% of Tees Valley residents work within Tees Valley</p>	<p>73% of Tees Valley residents travel to work by car</p>
 <p>110k Annual Average Daily Flow Tees Crossing</p>	 <p>Over 28m bus journeys in 2017/18 a 13% decrease since 2012/13</p>	 <p>Over 6.5m rail boardings & alightings in 2017/18. A 10% increase since 2010</p>
<p>Only 55% of vehicle journeys on the Tees Valley section of the A19 are classed as “on time”.</p>	<p>78% of bus users are satisfied with bus punctuality, but the figure is decreasing.</p>	<p>9% of Tees Valley CO₂ emissions are from transport compared to 27% nationally.</p>
<p>Light vans delivering goods are now the fastest growing element of the road freight sector.</p>	<p>94% of the population are within walking distance of a bus service and 66% are within walking distance of a regular bus service.</p>	<p>Cycling makes up just 2.1% of travel to work trips in the Tees Valley and walking 11% (2011 Census).</p>

The focus of this plan is on improving the transport system for local people and businesses. This means improving our walking and cycling networks and making sure that the public transport network, particularly buses, works for people now and in the future. However, very often improving local journeys requires action on a larger scale to ensure that we can do what is necessary in the Tees Valley. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads.

The Strategic Transport Plan has therefore been developed with this in mind. The following table provides a summary of the plan and outlines:

- The required outcomes of the plan and why intervention and investment is required in the Tees Valley transport network;
- The actions and interventions that are needed to deliver these outcomes and what resources and investment will be focused upon; and
- The required inputs to the plan – how the actions and interventions will be delivered.

		Required Outcomes (“Why?”)
	National Rail	<ul style="list-style-type: none"> • Improve rail links between the Tees Valley and the rest of the country. • Improve rail station infrastructure – ready for major projects such as High Speed Rail and Northern Powerhouse Rail. • Ensure that existing rail networks are able to cater for future growth in both freight and passenger demands across the North.
	Major Roads	<ul style="list-style-type: none"> • Deliver and maintain a safe, resilient and reliable Key Route Network for the Tees Valley and a Major Road Network for the TfN area – facilitating future economic and housing growth across the North.
	Connecting Economic Centres	<ul style="list-style-type: none"> • Deliver and maintain a frequent, high quality, reliable and integrated public transport network. • Develop and improve transport interchanges, ticketing options and information – providing a seamless integrated experience for the travelling public.
	Unlocking Key Sites	<ul style="list-style-type: none"> • Address specific problems on the major and local transport networks – providing a transport system that facilitates future economic and housing growth across Tees Valley. • Develop and maintain a transport network that is fit for purpose for freight by road, rail, sea and air – enabling the economy to grow effectively and sustainably.
	Local Journeys	<ul style="list-style-type: none"> • Deliver and maintain safe walking and cycling routes and local bus services that link housing sites to key destinations and transport interchanges for onward journeys.
	Delivering Social Equality and Protecting and Enhancing the Environment	<ul style="list-style-type: none"> • Improve Access for those with physical disabilities, mental health conditions, learning difficulties and those with sensory impairment. • Deliver measures to improve local air quality, minimising the emission of nitrogen oxide, nitrogen dioxide and particulates; and reducing carbon emissions and the contribution of transport to global carbon levels. • Reduce noise and vibration from transport. • Protect and enhance the Tees Valley’s built and natural environment. • Improve equality of opportunity for more remote and deprived communities and enhance health and wellbeing.

	Actions & Interventions (“What?”)	Required Inputs (“How?”)
National rail	<ul style="list-style-type: none"> • Delivery of Darlington Station Masterplan improvements • Delivery of Middlesbrough Station Masterplan Improvements • Delivery of improved national rail services • Influence on key rail franchises which serve the Tees Valley • Delivery of infrastructure that will enable large containers to be transported by rail to / from the Tees Valley 	<ul style="list-style-type: none"> • Tees Valley Integrated Transport Programme • Transport for the North (including Northern Powerhouse Rail) • Network Rail Control Period funding • Department for Transport (including Rail Network Enhancement Pipeline) • High Speed Rail • Private Sector Contributions
Major roads	<ul style="list-style-type: none"> • Additional major road crossing of the River Tees • Improved east-west road connectivity along the A66 corridor from the A1(M) to the international gateway at the ports of Tees and Hartlepool • Incorporate the needs of strategically important sites into the development and maintenance of the DfT’s Major Road Network and the Tees Valley’s Key Route Network • Secure appropriate improvements for the movement of freight on the Major Road Network and Key Route Network 	<ul style="list-style-type: none"> • Tees Valley Integrated Transport Programme • Transport for the North (Strategic Roads) • Highways England Roads Investment Strategy • Department for Transport (including National Productivity Investment Fund and Large Local Major Transport Schemes Fund) • Private Sector Contributions
Connecting economic centres	<ul style="list-style-type: none"> • Improvements to local rail services, including increased frequency, newer trains and improved / new stations • Tees Valley bus network improvements • Improved ticketing for bus, rail and across modes, making the most of emerging technologies • Local road network improvements 	<ul style="list-style-type: none"> • Tees Valley Integrated Transport Programme • Transport for the North (including Rail North and Integrated and Smart Travel) • Public Transport Operators (Rail and Bus) • Private Sector Contributions
Unlocking key sites	<ul style="list-style-type: none"> • Delivery of the airport masterplan • Delivery of the South Tees Development Corporation masterplan • Develop and deliver transport infrastructure at locations where growth would be constrained without action, linked to large scale planning applications when appropriate • Refresh and expand the Tees Valley Urban Traffic Management and Control System to improve traffic management and live route information • Develop road and rail networks with appropriate capacity, capability and facilities for freight movement 	<ul style="list-style-type: none"> • Tees Valley Integrated Transport Programme • Department for Transport (including National Productivity Investment Fund, Large Local Major Transport Schemes Fund and Local Transport Plan Integrated Transport Block Allocations) • Ministry of Housing, Communities & Local Government (Housing Infrastructure Fund) • Highways England (including Growth and Housing Fund and Pinch Point Fund) • Private Sector Contributions
Local Journeys	<ul style="list-style-type: none"> • Improvements to the Tees Valley cycling and walking networks targeted at corridors identified within the Local Cycling and Walking Infrastructure Plan • Improvements to key corridors on the Tees Valley bus network to improve reliability and journey times • Integration of sustainable transport improvements within larger infrastructure schemes • Develop a partnership agreement with Bus Operators • Investigate whether Demand Responsive Transport and community based initiatives could be a solution to the problem of accessibility in rural areas • Extension of existing Community Rail Partnership concept • Identify opportunities to develop the Tees Valley’s leisure and tourism offer • Local road network maintenance and improvements • Increase road safety for all road users 	<ul style="list-style-type: none"> • Tees Valley Integrated Transport Programme • Department for Transport (including Access Fund, Local Transport Plan Integrated Transport Block, National Productivity Investment Fund, Local Major Transport Schemes Fund and Highways Maintenance) • Public Transport Operators (Rail and Bus) • Private Sector Contributions

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Delivering Social Equality and Protecting and Enhancing the Environment</p>	<ul style="list-style-type: none"> • Development of integrated sustainable transport choices • Deliver Wheels 2 Work project to support access to work • Incorporate provision for all potential users within wider scheme development • Let's Go Tees Valley behaviour change programmes, encouraging healthier more sustainable travel choices • Establish a coordinated approach to the provision of Low Emission Vehicle Infrastructure in the Tees Valley • Seek alternatives to diesel as the main fuel source for local rail services in the Tees Valley. 	<ul style="list-style-type: none"> • Tees Valley Integrated Transport Programme • Department for Transport (including Access Fund and Local Transport Plan Integrated Transport Block Allocations) • Office of Low Emission Vehicles • Public Transport Operators (Rail and Bus) • Private Sector Contributions
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1. Our vision

The Combined Authority is the local transport authority for the Tees Valley. This is the first Strategic Transport Plan for the Tees Valley for the period up to 2029. It has been developed by the Tees Valley Combined Authority including the five constituent unitary local authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees.

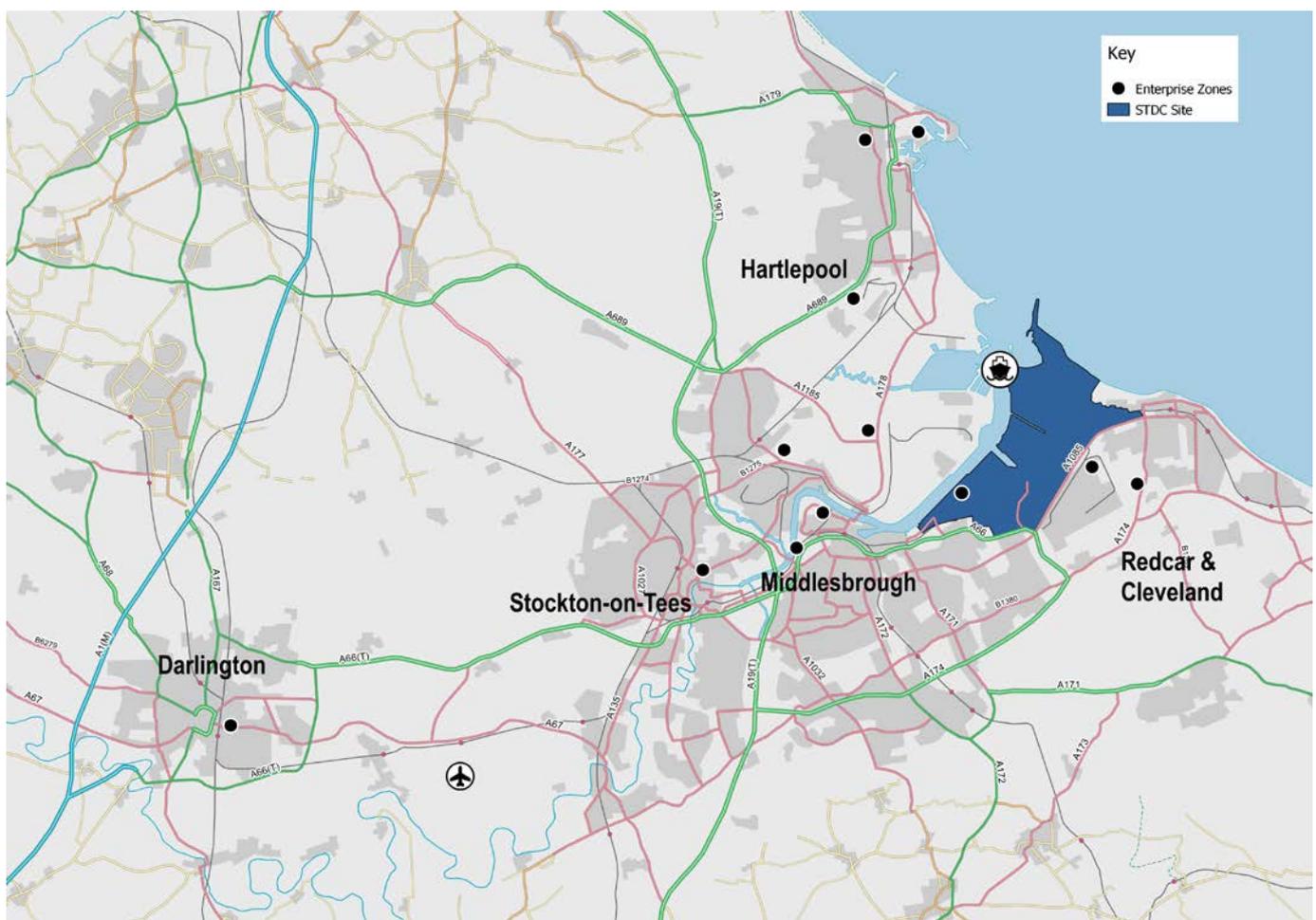
Tees Valley has ambitious plans to grow the local economy and the Strategic Economic Plan aims to create 25,000 new jobs and deliver an additional £2.8 billion into the Tees Valley economy by 2026. We are also developing a Local Industrial Strategy, an agreement between us and the Government on how we will improve our economy over the next ten years and how this will feed into the Government's overall UK strategy.

In order to ensure that everyone in Tees Valley is able to work, study, enjoy and fully participate in these ambitious plans for the future, we need a world class transport system. Transport is about connecting people and businesses in the Tees Valley and beyond. Delivering a world-class transport system that is fit for the future is a critical enabler for the success of the area. It is also vital that we consider transport as a system ensuring integration between different modes for the benefit of all transport users.

Our vision for transport in the Tees Valley is therefore:

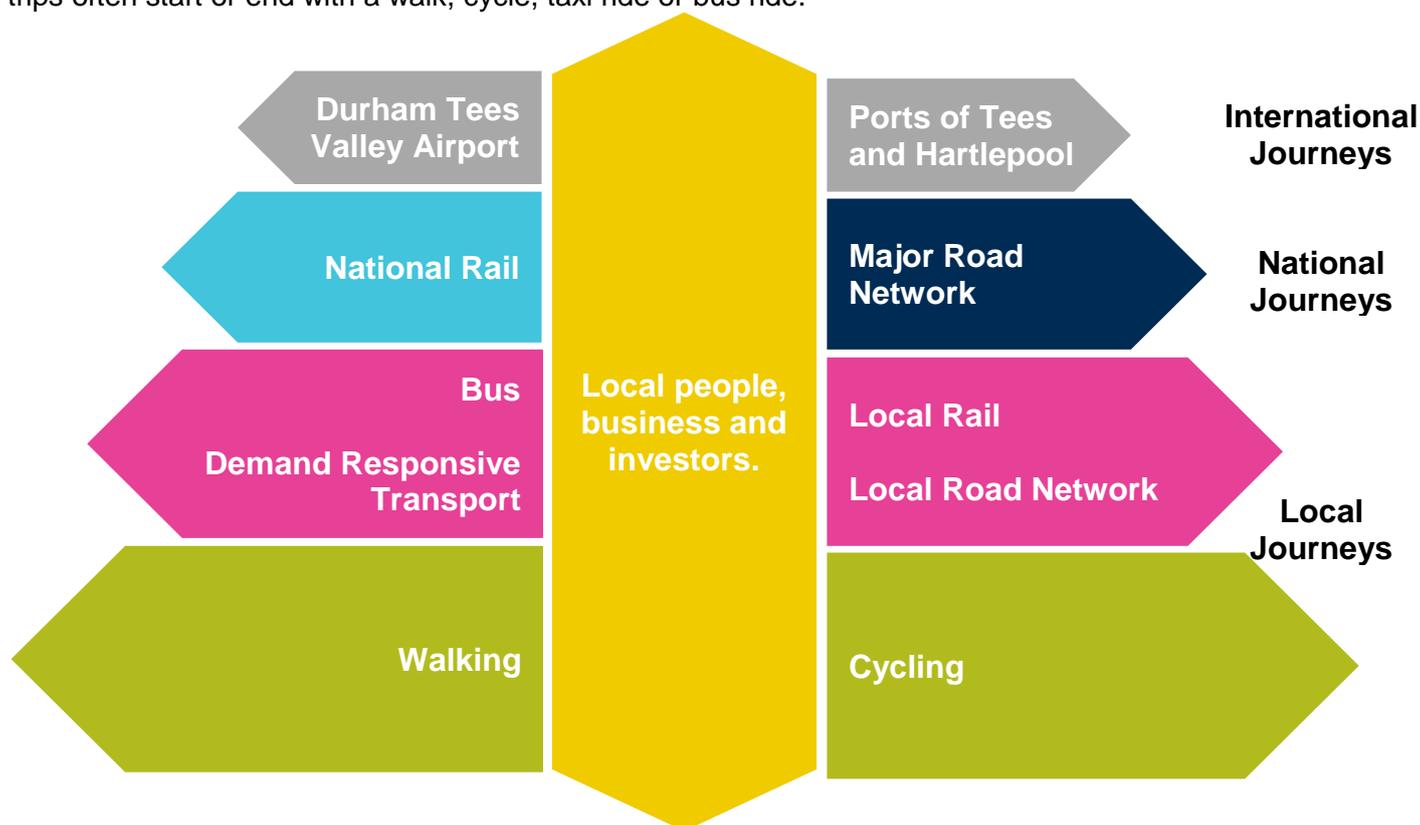
“To provide a high quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from the Tees Valley.”

The map below shows the polycentric nature of the Tees Valley. It highlights some of the key existing and future employment sites and their connection to existing transport networks and interchanges.



The focus of this plan is on improving the transport system for local people and businesses. That means improving our walking and cycling networks and making sure that the public transport network, particularly buses, works for people now and in the future. However, very often improving local journeys requires action on a larger scale to ensure that we can do what is necessary in the Tees Valley. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads, on which the core bus services operate.

The diagram below shows how each of the transport modes has a role for different lengths of journey and highlights the need to integrate these modes to cater for different journey requirements. 54% of the Tees Valley's working population travel less than 5km to work on a daily basis (2011 Census), but even longer trips often start or end with a walk, cycle, taxi ride or bus ride.



What does the Strategic Transport Plan mean for you?

We have developed this Strategic Transport Plan to benefit everyone in the Tees Valley, whether you live, study, work, have a business here or just enjoy visiting the area for all that it has to offer. This plan works towards our longer term aspiration to provide a transport network for the Tees Valley where:

- There will be better transport links that will help create more jobs, improve access from existing houses and allow us to build the houses we need;
- The affordability, quality and reliability of your daily commute will be improved, giving you confidence that you will get to where you need to, when you need to;
- More reliable and affordable public transport, walking and cycling options will be available for you to:
 - get to work;
 - get to study at a nearby school, college or university;
 - get to a hospital or a doctor's appointment;
 - go shopping, visit friends and family, or one of our local attractions;
- National and international accessibility will be enhanced through the provision of additional air routes for both business and pleasure at Durham Tees Valley Airport, with local access for residents and visitors made easier by public transport;

- You will be able to rely on the latest technology to make travelling around as easy and as simple as possible; and
- Visitors to the area will find it easy to access, high quality transport – be it for business or social reasons or to visit one of our natural or cultural events or destinations.

This means lobbying for investment in national transport networks and developing the case with commercial partners for air route connectivity, but also delivering the local networks to ensure that you can access them and benefit from them, whatever your requirements.

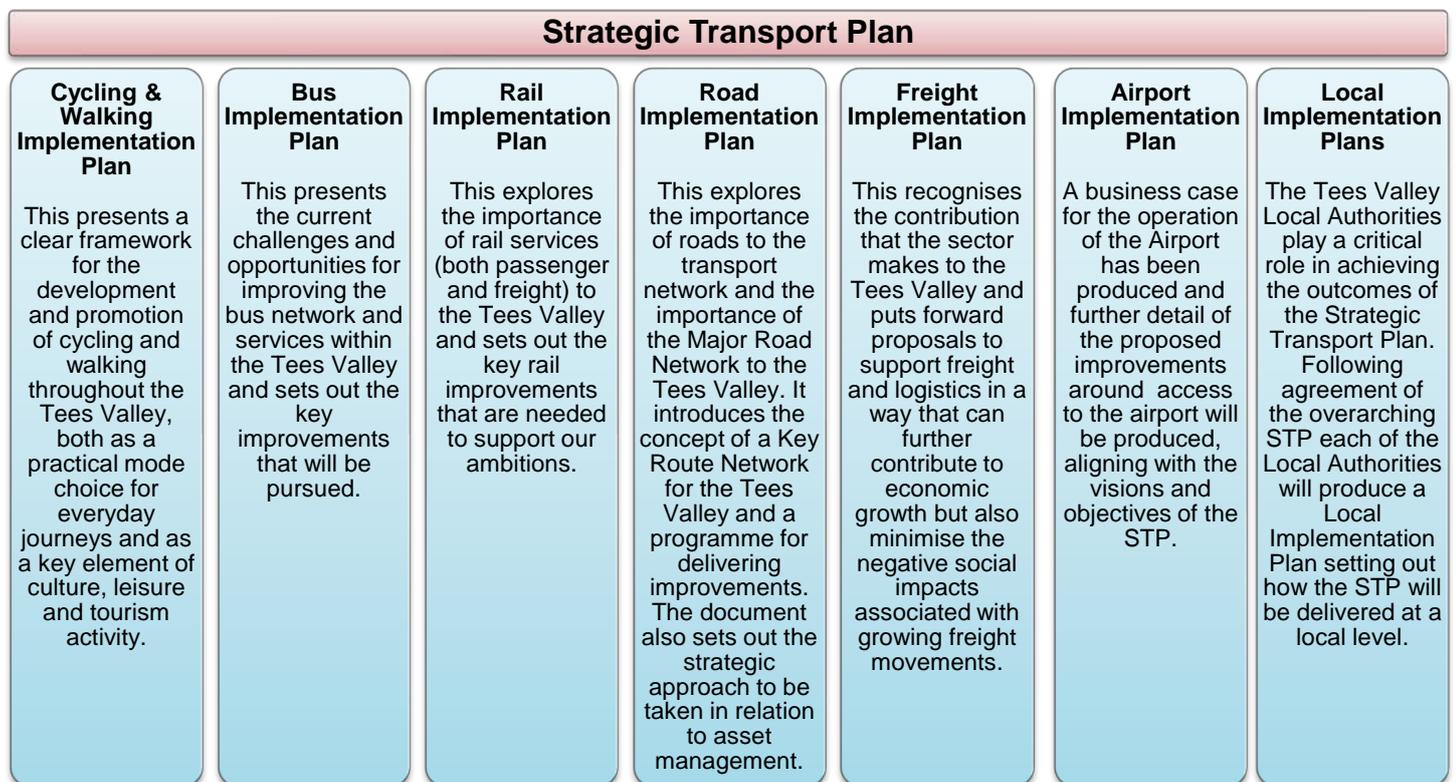
Structure of the Strategic Transport Plan

In December 2016, we published a framework document which set out briefly the intentions of the Strategic Transport Plan and summarised what sorts of interventions will be needed. This was the subject of a public consultation exercise and the feedback received has helped to shape this plan.

This Strategic Transport Plan sets out how we will improve and invest in the transport network to make the vision a reality. It is intended to complement the Department for Transport’s Transport Investment Strategy and the development of a similar transport plan by Transport for the North (TfN), recognising that even national and global journeys start on the ground, near to homes or places of work. The chapters within it are set out to answer the following questions:

- **Why** is investment in our transport network needed? This sets out why transport investment is fundamental to the future of Tees Valley and explores the driving forces behind future need.
- **What** is proposed? This summarises the schemes and initiatives that will help achieve the vision, and points the reader towards a series of Implementation Plans covering Walking, Cycling, Bus, Rail, Freight, Road and Air.
- **How** will the vision of the Strategic Transport Plan be achieved? This includes a discussion on how the Plan will be managed and funded, how the Tees Valley Combined Authority will work with delivery partners such as Highways England and Network Rail, and what impact future changes will have on the Plan.

The plan has been developed as a suite of documents, with the Strategic Transport Plan being the overarching transport plan for the Tees Valley. The detailed actions are then set out within a series of Implementation Plans as shown below.



These implementation plans will be dynamic and will enable the Combined Authority to be agile when responding to new challenges and opportunities.

2. Why Invest in Improving the Transport Network?

Most people use some part of the transport network on a daily basis, whether to get to work, to an educational establishment, for a health appointment, to go shopping, to enjoy leisure pursuits, or to get to a social engagement. Transport plays an important role in delivering wellbeing and prosperity for the people of the Tees Valley.

Transport & Infrastructure is one of the priority themes of the Strategic Economic Plan; acknowledging that a high quality, resilient and integrated network is required to deliver the economic growth and other aspirations of the Tees Valley.

This Strategic Transport Plan sets out how we will achieve our vision by continuing the collaborative working that has characterised our recent achievements. This includes working with partners across the wider North through Transport for the North, whose own Strategic Transport Plan was published in February 2019, and by building on key national transport infrastructure commitments, such as High Speed Two (HS2) and investment in the A1, A66 and the A19.

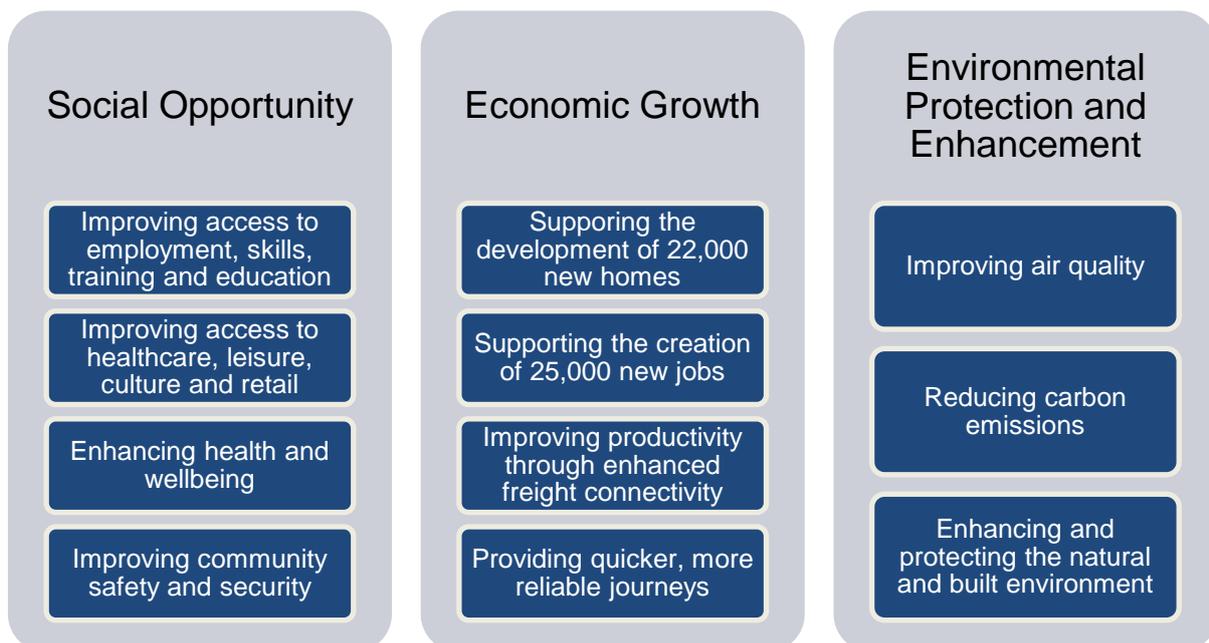
Objectives

It has long been recognised that transport is a means to an end, not an end in itself. In recognition of this we have developed the Strategic Transport Plan to deliver three broad objectives:

- **Social Opportunity** - Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing;
- **Economic Growth** - Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, helping businesses to grow and flourish; and
- **Environmental Protection & Enhancement** - Addressing the impact of the transport network on the environment and supporting the legislative requirements to reduce carbon emissions, air and noise pollution.

These objectives reflect the existing situation and recognise some of the main opportunities and challenges facing the Tees Valley today and into the future.

Underneath each objective there are a series of outcomes that we wish to see delivered through this Strategic Transport Plan. These outcomes have guided the development of the actions and interventions that will be needed between 2019 and 2029.



2.1 Social opportunity

This section outlines the challenges around each of the outcomes we are trying to deliver under the social opportunity objective.

Improving access to employment, skills, training and education

- Middlesbrough is the most deprived Local Authority in the Tees Valley and is ranked as the 16th most deprived Local Authority in England according to the Office of National Statistics, whilst Stockton-on-Tees is the least deprived but still ranked at 130 out of a total of 326 Local Authorities nationally.
- Patterns of relative deprivation show the most deprived neighbourhoods are clustered within Middlesbrough, Redcar and Cleveland and Hartlepool. There is also a cluster of neighbourhoods amongst the most deprived nationally around the centre of Darlington.
- Census data shows that 31% of households do not own a car compared to 25% nationally. Our residents should be able to get where they need to be, regardless of car ownership
- Ensuring that local people can access new jobs created in the Tees Valley, irrespective of car ownership, is imperative. There is a real opportunity to influence the travel choices of young people as their travel behaviours are not yet embedded. Furthermore, the choices available to young people around training and skills opportunities should not be constrained by the transport system.

Improving access to healthcare, leisure, culture and retail

- There are rural areas in the Tees Valley that are not well served by public transport services. It can therefore be difficult for non-car owners in these areas to access essential services and employment. Often it is not commercially viable to deliver bus services in these communities and we therefore need to be innovative in terms of how we consider future solutions, potentially through demand responsive services and community based initiatives.
- There is a need to consider the role of buses, cycling and walking as new residential developments are planned. Ensuring services can be accessed through these transport modes and reducing reliance on the car should be a consideration in all future housing sites.

Enhancing health and wellbeing

- 7% of Tees Valley residents view their health as 'bad' or 'very bad' – this is 2% higher than the national average – and life expectancy is one year less than the national averages for males and for females.
- 21% of children and 30% of adults are obese, compared to 19% and 24% nationally – only 50% of adults take the recommended 150 minutes of exercise per week, compared to 57% nationally, and 35% are considered inactive (29% nationally).
- Health deprivation and disability is a measure of the risk of premature death and the impairment of quality of life through poor physical or mental health. The proportion of people who live in areas that fall within areas of health deprivation and disability is high at 48% in Tees Valley, compared to 39% for the North as a whole.
- By 2034, 1 in 4 of the population in Tees Valley will be over the age of 65. The considerable increase seen in the number of over 65s is projected to continue by an average of 2,600 per annum, reaching 173,700 by 2034 (an increase of 43%). The number of over 85s is projected to more than double by 2034, reaching over 30,000, with an average increase of 800 per annum. The transport system will need to prioritise inclusive design and accessibility, to adapt and prepare for the needs of an ageing population. The financial impact of an ageing population – for example due to increased use of the National Concessionary Fare Travel Scheme – will also need to be considered.

- Encouraging people to walk and cycle can have significant health benefits. For example, the Darlington Healthy New Towns initiative aimed to bring about better health and illness prevention through the way that estates and areas are developed. This included the improvement of footpaths and cycleways and the introduction of bikeability and affordable bike schemes. There is also the 'You've Got This' project funded by Sport England and being delivered jointly by Redcar & Cleveland and Middlesbrough councils. The project recognises the opportunities provided by getting people to be active, and uses sport and physical activity to drive improvement across health, education, employment and community cohesion.

Improving community safety and security

- Road casualties are categorised as fatal, serious or slight. Whilst Tees Valley has a lower fatal transport casualty rate and fewer slight casualties than the national average, it does have more serious transport casualties than the national average. Continuing to improve road safety is therefore an on-going priority for the local authorities.
- Levels of crime and anti-social behaviour and perception of safety can impact on a person's decision to travel by public transport, walk or cycle. We need to do everything we can to ensure that people feel safe using these transport modes.

2.2 Economic growth

This section outlines the challenges around each of the outcomes we are trying to deliver under the economic growth objective.

Supporting the development of 22,000 new homes

- Authorities within the Tees Valley are at various stages of Local Plan preparation. Local Plans have recently been adopted for Redcar and Cleveland (2018), Hartlepool (2018) and Stockton-on-Tees (2019) Borough Councils. Local Plans for Darlington Borough and Middlesbrough Councils are at draft stage. The Local Plans establish a framework for the sustainable economic growth and development over their respective plan periods in part through the identification of site for housing and employment growth to meet identified needs. In terms of housing delivery the Tees Valley Local Plans aim to provide over the 22,000 homes in the period identified 2016 to 2026.
- There is a preference for the utilisation of brownfield land for new housing developments next to existing transport networks, but this is not always possible. Therefore providing large housing sites with a range of effective and efficient transport choices from the outset of the development will be key. These connections will need to cater for travel within the Tees Valley and beyond.

Supporting the creation of 25,000 new jobs

- The Tees Valley Strategic Economic Plan sets out the Tees Valley priorities to improve, diversify and accelerate growth in the local economy to benefit businesses and residents between 2016 and 2026. It is the key policy document for Tees Valley and acts as the principal economic driver for transport improvements.
- Tees Valley is recognised as an economic functioning geography with several economic centres, rather than one single dominant commercial centre. This polycentric character results in complex traffic flows between the various Tees Valley centres, which combined with the significance of intra-regional commuting emphasises the importance of good, reliable interconnectivity for the economy.
- 87% of residents work within Tees Valley, with relatively few commuters crossing the Tees Valley boundary (around 248,000 people live and work in Tees Valley with 38,000 Tees Valley residents working outside of the area and 35,000 Tees Valley workers resident in other areas).
- Car travel accounts for 72.6% of all journey to work trips in the Tees Valley (2011 Census) compared to 62% nationally and road transport will continue to play a significant role in the future economy of the Tees Valley.
- Unemployment is a persistent issue with youth unemployment, deprivation and barriers to work particular problems. Long term unemployed people face multiple and complex barriers to accessing work. To reduce unemployment it is vital to ensure education, training and job opportunities are easily accessible, particularly in our growth and high demand sectors. Increasing the mobility of residents will help to support the workforce offer of the Tees Valley. It will increase the accessibility of employment sites and contribute to releasing capacity on the highway network to accommodate future development.

Improving productivity through enhanced freight connectivity

- The Tees is the largest exporting port in England and local freight industry currently supports over 10,000 jobs in Tees Valley and provides over £450million GVA pa.
- Teesport is the principal container handling facility and at the heart of the South Tees Development Corporation site. Its container traffic has been growing by an average of more than 4% per annum. It is the only port facility in the North of England with existing daily intermodal services to transporting shipping containers to and from Scotland and the South.

- As container throughput increases, the ability to transfer boxes to/from rail will become increasingly important. Container traffic heading either north or south is currently impeded by some of the existing rail infrastructure which cannot accommodate the higher cube shipping containers carried on standard rail wagons.
- To offer the most flexible and cost effective options to shippers, the port and the rail freight operators need to offer access to the East Coast Main Line, north and south, and the local rail network connecting Teesport needs to facilitate the most efficient movement of containers.
- It has been estimated that improved rail freight connections will generate over £120 million in economic benefit across the North. An improved rail link will help to unlock investment and jobs at the South Tees site and other key development sites and the transfer of more freight to rail would ease capacity issues on local roads, benefit air quality and reduce our carbon footprint.

Providing quicker, more reliable journeys

- The Tees Valley has historically had a higher than national average speed on A-roads, but this varies across the area and there is a trend towards lower speeds and more congestion. In Middlesbrough for example the average speed has reduced by 3.7 mph between 2015 – 2018, whereas the average speed in England has only dropped by 0.6 mph.
- There are specific sections of the network that suffer from severe congestion, for example the existing Tees Viaduct which carries the A19 Trunk Road.

The expansion of supply chains and markets across the North, the UK and globally, will increase the need for effective connections to the national road and rail networks. For the Tees Valley this includes connections to Tees Valley's international gateways: the Ports of Tees and Hartlepool; Durham Tees Valley Airport; as well as other international gateways across the North. Such connections will be equally important for people and goods, bearing in mind that Tees Valley is, and will remain, an exporting and trading area.

2.3 Environmental protection and enhancement

This section outlines the challenges around each of the outcomes we are trying to deliver under the environmental protection and enhancement objective.

Improving air quality

- The latest (2015) air quality data presented within the Tees Valley Environment Protection Group Annual Report (2016) confirms that air quality in much of the Tees Valley continues to meet the regulated objectives. Pollutants mainly associated with road transport have stabilised, with any reduction in emission levels per vehicle being largely offset by increases in traffic flow. There are currently no Air Quality Management Areas in the Tees Valley. However, road transport continues to be the main source of some air pollutants in the Tees Valley and air pollution is associated with a number of adverse health impacts, so air quality needs to be kept under continual review.

Reducing carbon emissions

- Tees Valley is one of the most carbon intense regions in the UK, with emissions per capita over twice the national average. A large part of this is down to the level of heavy industry in the area. However, there is a clear challenge to ensure we do everything feasible to minimise carbon emissions from transport.
- There is a need to ensure that the increased demand for travel is made wherever possible by the most sustainable means. However, it needs to be recognised that the car will continue to account for a significant proportion of trips and therefore advocating the use of low emission vehicle fuels is one of the means by which the apparent tension between increased travel demand and environmental issues can be resolved. We must do all we can to ensure new vehicle technologies are encouraged across the Tees Valley.

Enhancing and protecting the natural and built environment

- The Tees Valley sub-region contains several distinctive landscapes, including part of a National Park (North York Moors) and part of a Heritage Coast (North Yorkshire and Cleveland). The Durham Heritage Coast adjoins Hartlepool and extends north towards Seaham and Sunderland, and may be extended south into Hartlepool in the longer term. Most of the Tees Valley is within the 'Tees Lowlands' Countryside Character area, as defined by Natural England.
- There are a number of designated conservation sites and also a number of areas designated at the 'local' level (i.e. at the regional, Tees Valley Local Authority or community level) for nature conservation purposes, the most important being Local Nature Reserves. Key pressures and risks in respect of biodiversity and nature conservation include air pollution and climate change, which can change distribution of species and habitats, and impacts due to infrastructure provision necessitating suitable mitigation.
- The Tees Valley is highly urbanised with 90% of the population living in urban areas and 35% living in the five town centres.
- There is a wide range of historic and other cultural heritage features located across Tees Valley that need to be protected and which span the full range of human settlement, from the prehistoric to the present.
- For the most part, Tees Valley is located within the Northumbria River Basin Districts. A range of significant water management issues have been identified and within the River Tees catchment, urban and diffuse pollution are key challenges.
- The built environment includes designated heritage assets such as registered parks and gardens and scheduled monuments many of which are located across the Plan area, as well as other buildings and public spaces. Industrial heritage assets are also an important component of the cultural and historic built environment. Several elements of the transport infrastructure in the Plan

area (bridges, stations etc) are designated heritage assets. Together, all these assets make an important contribution to the character of urban areas.

- Green Infrastructure has been a priority across the Tees Valley for a number of years and the ambition, shared with the local authorities, is to develop a network of green corridors and green spaces that:
 - Enhances the quality of place for existing and future communities and potential investors;
 - Provides an enhanced environmental context for new development, regeneration projects and housing market renewal, and produces high quality design and developments;
 - Creates and extends opportunities for access, regeneration, and enhancement of biodiversity; and
 - Provides a buffer against the effects of climate change.
- An Integrated Sustainability Appraisal has been conducted alongside the development of this Strategic Transport Plan. This has highlighted a number of issues which need to be considered within the context of the Strategic Transport Plan and has helped prioritise areas where the impact of transport can be reduced or negated.

Infographic 41

Infographic 39

3. What is needed to make the vision a reality?

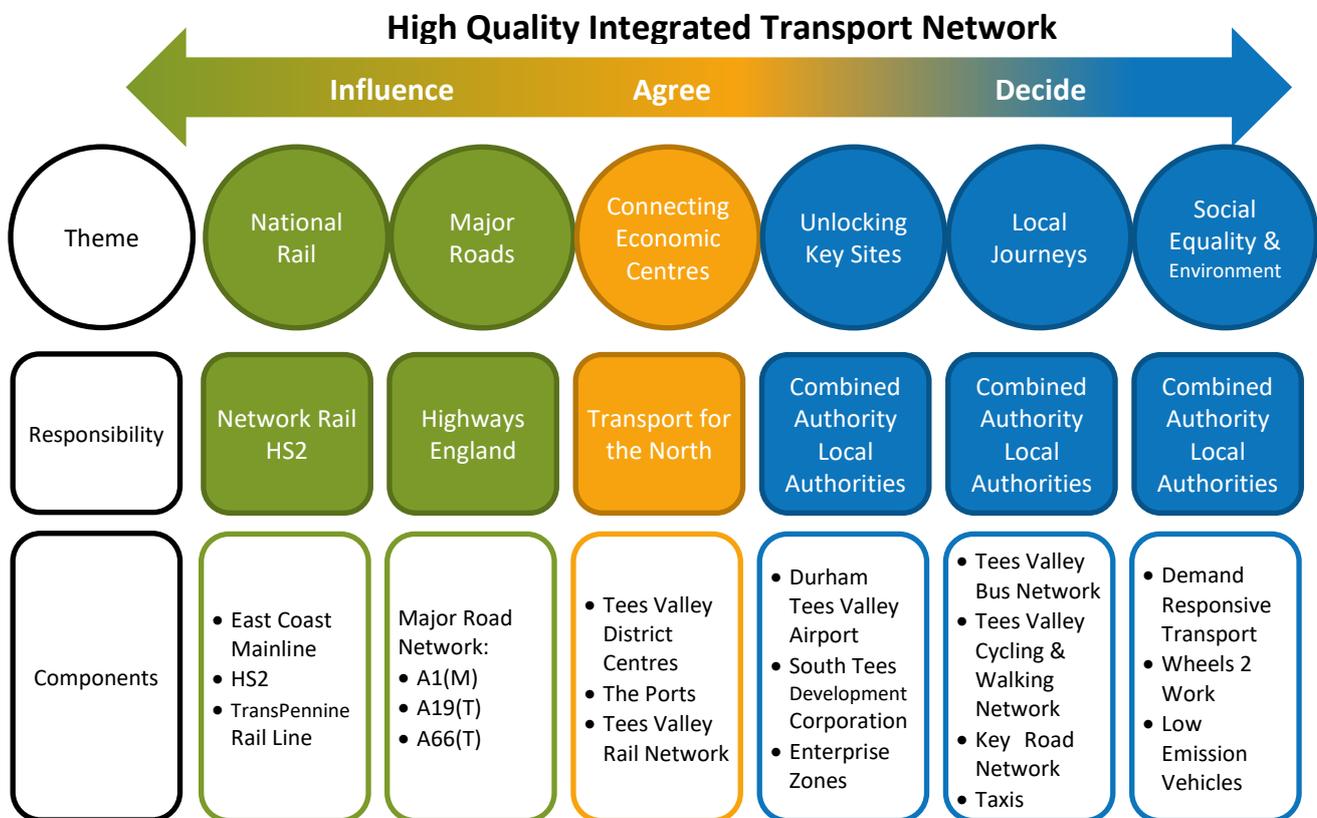
Making the vision a reality will involve interventions across a range of different modes. The ease of the start of any journey is often what determines how somebody chooses to make that journey, whilst the end of a journey is often the last impression of an area. So we need to recognise that the whole of the journey that people make is important.

That means improving our walking and cycling networks and making sure that the public transport network, particularly buses, works for people now and in the future. Improving the conditions for the start and end of more local journeys is also how we can attract people away from the private car.

However, very often improving local journeys requires action on a larger scale to ensure that we can do what is necessary in the Tees Valley. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads, on which the core bus services operate.

The development of a world class transport system requires us to set out what the Tees Valley needs at a national and regional level, as well as a more local one. We also have to recognise that the allocation of funding for transport interventions, and their delivery, comes with varying levels of responsibility. Therefore, we have developed a framework for setting out the main interventions needed based upon six themes, which are closely linked together.

No one theme is more important than the other, but the plan is set out in this way to recognise where the Tees Valley has more autonomy through the devolution deal to bring forward the right intervention, at the right time.



For example, the first two themes, **National Rail** and **Major Roads**, recognise the role played by Network Rail, HS2 Ltd and Highways England in managing and operating the existing rail network and the strategic

road network. This Strategic Transport Plan needs to make the case for nationally-led interventions on these networks through the five year funding allocations associated with them.

The third theme **Connecting Economic Centres** recognises the emerging role of Transport for the North in identifying and promoting pan-Northern connectivity improvements between the North's economic assets and clusters, a number of which are located in the Tees Valley. Transport for the North's Strategic Transport Plan and supporting Investment Programme set out those interventions for which a start could, and should, be made before 2027. A number of the Tees Valley's key priorities are included within the Investment Programme.

The third and fourth themes **Unlocking Key Sites** and **Local Journeys** link more closely to the three objectives of this Strategic Transport Plan and reflect where the Tees Valley has more autonomy through the devolution deal to bring forward the right intervention, at the right time.

The final theme **Delivering Social Equality and Protecting and Enhancing the Environment** is a cross cutting theme and delivering a sustainable transport system underpins the plan.

We recognise that these themes are all transport-related, whilst the wider definition of connectivity also includes digital connectivity, particularly broadband. Understanding the role of technology in creating and supporting the opportunities for seamless mobility will be important in the future, but the timeframe for this Strategic Transport Plan means that there is a greater emphasis on infrastructure at this time.

The remainder of this chapter describes the rationale behind each of the six themes, and provides a signpost to the relevant Implementation Plan(s) in which the detail of our planned interventions can be found.

3.1 National Rail

The East Coast Mainline (ECML) is the fundamental backbone for all of the Tees Valley's strategic growth aspirations for rail, both passenger and freight. Within the next two years East Coast services will increase in frequency through Darlington and to Middlesbrough with new, longer trains and exactly the same will happen with TransPennine services to both locations. CrossCountry and Grand Central services also provide vital connectivity on the route, whilst freight services are also forecast to grow, so the capacity and capability to meet all these demands must be provided.

The long term aspiration for national rail is that Northern Powerhouse Rail (NPR) and High Speed Rail (HS2) will play a critical role in supplementing these services and thus further enhance strategic rail connectivity to and from the Tees Valley.

NPR, which is the centrepiece of Transport for the North's (TfN's) long term rail strategy, will potentially further transform links to the key economic powerhouses of Leeds and Manchester, as well as to Manchester Airport, by delivering significant journey time reductions and improving journey quality across the Pennines.

NPR is being promoted as a single network for the North and the case is being made to Government. The network is shown in the plan below and stretches from Liverpool in the West, to Newcastle in the North, Hull in the East and Sheffield in the South. Beyond York, current plans show NPR using an upgraded ECML so Darlington will be the main calling point in the Tees Valley, although future expansion could see Middlesbrough and other parts of the region also served directly.

For assessment purposes, NPR is broken down into various corridors such as Liverpool-Manchester, Manchester-Leeds, Manchester-Sheffield, Leeds-Newcastle, Leeds-Hull and Sheffield-Hull. For the Tees Valley the Leeds-Newcastle corridor is of most direct interest and a series of options to upgrade the existing ECML, as well as the parallel route North of Northallerton, were included in the business case. This upgrade will be required in order to provide sufficient capacity to cater for the uplift in the number of services (both passenger and freight) that are needed in the future. The business case outlines that this uplift will be from 6 trains per hour to 9 trains per hour. The specific options along the Leeds-Newcastle corridor, that will provide the additional capacity that is required on the route, will be further refined and developed as the business case is developed.

INSERT NPR GRAPHIC?

HS2, which is the Government's main national long-term rail priority, will improve connectivity to London and Scotland and will have a particular transformational impact on links to the Midlands by drastically reducing journey times by rail. There will be dedicated infrastructure for HS2 between London and just south of York after which services will run on the upgraded ECML. Again Darlington will be the key calling point for the Tees Valley. As the infographic shows, HS2 will reduce journey times to London by nearly half an hour compared to the present day and by nearly one hour to Birmingham.

INSERT HS2 INFOGRAPHIC?

It is therefore vital and extremely welcome that both of these transformational high speed rail services have outlined a commitment to directly serve the Tees Valley in the future.

However, for all this to work there is a pressing need for major investment in additional capacity on the ECML north of York to allow for the combined demands of NPR, HS2, 'classic' rail and freight to be met in full. Network Rail has outlined the investment that will be needed to meet future growth requirements in its ECML Route Study which was published in 2018. As outlined above, Darlington Station is a particular pinch-point on this section of the strategic rail network which is now causing operational constraints for long distance services as well as for local passenger and freight services which cross or terminate here. The lack of capacity will be compounded when further service enhancements are introduced and it will severely restrict the impact of NPR and HS2 which will have a negative effect on the Tees Valley economy.

The ECML is therefore fundamental to all Tees Valley rail aspirations and it is clear that urgent investment to improve capacity and resilience is now of paramount importance. In support of this TVCA is an active member of the East Coast Mainline Authorities (ECMA) Group which is campaigning for this investment.

To date, investment in the UK's major stations has not been focused on the Tees Valley, meaning station facilities at Darlington and Middlesbrough do not reflect their role as key gateways to our area. Consequently, there are immediate capacity issues at both stations.

In addressing these constraints, we want to deliver the following for our passenger rail services:

- Improve rail links between Tees Valley and the rest of the country and to key Airports and Ports;
- Improve the East Coast Main Line, TransPennine, Durham Coast and Tees Valley rail networks to cater for future growth in both freight and passenger numbers across the North; and
- Ensure that our main rail stations at Darlington and Middlesbrough are ready for major projects such as the new Inter-City Express trains, High Speed Rail and Northern Powerhouse Rail.

The **Tees Valley Rail Implementation Plan** sets out our ambitions for the future of the rail network across Tees Valley, showing how rail can play a leading role in supporting growth and affecting mode shift away from the private car. This in itself sits within a number of other policy documents, including the **North East Rail Statement** developed jointly with the North East Combined Authority (NECA) and Transport for the North's **Long Term Rail Strategy** for the North, which has recently been updated to inform its Strategic Transport Plan.

Details of the preferred solution for Darlington can be found in the **Darlington 2025 Prospectus**, which sets out the proposal for new platforms and buildings at the station to allow more long distance and local rail services to stop at Darlington. This proposal will see public and private investment to develop Darlington station as an essential part of the town's heart. It would also see up to 30,000 sq m of new business space and 1,500 new homes around the station. The investment will also help to better integrate the station with Central Park and the town centre.

A Masterplan for Darlington Station was completed in 2017 and the scheme has since been showcased in various key documents and projects including Network Rail's *East Coast Mainline Route Study*, HS2's *Changing Britain: HS2 Taking Root* report and TfN's *Strategic Transport Plan* and *NPR* project. The key objective now is to ensure that the scheme is submitted to the Department for Transport for inclusion in the new Rail Network Enhancements Pipeline at the earliest opportunity in order that the target delivery timescale 'by 2025' is achieved.

The business case continues to be developed to make the case for investment to the DfT. The project is split into two delivery phases:

- Phase 1 – A new East side station comprising new platforms for local services, a new station building and passenger facilities, a new accessible footbridge linking the new East side with the existing station building, revised car parking arrangements, improved interchange and wider station fabric and public realm enhancements; and
- Phase 2 – Provision of a new mainline platform on the East side capable of servicing the much longer trains that will be provided by HS2 and NPR.

The **Middlesbrough Station Masterplan** outlines a series of major improvements at the station, to allow more efficient use by local and long distance rail services. This includes franchise commitments to provide new direct rail services between Middlesbrough and London and the improvement and expansion of services operated by TransPennine Express and Northern Rail, as recently confirmed by the Office of Road and Rail. It also highlights the role, as a new transport hub, that the station will play as a result of regeneration proposals around the town centre.

There are two distinct elements to the Middlesbrough Station project:

- The provision of additional platform capacity at the station. A business case is being developed to determine the optimum solution that can deliver the required capacity for all future growth in service levels including service improvements and enhancements included in both the Northern and TransPennine franchises, new East Coast services to London and further improved local services; and

- The provision of improved station facilities. This includes the remediation of the station undercroft to create new operational and business space, improved facilities for passengers in the booking hall and concourse areas improving access to / from the station including enhanced public realm on its various approaches.

There is also an aspiration to influence future franchises to ensure that services on the strategically important **Transpennine route** are extended beyond Middlesbrough to Redcar and Saltburn.

Rail freight is key to the future economy of Tees Valley, and the need to provide routes for freight services to move between port facilities in particular and key markets is imperative. More detail on the interventions needed are included in the **Tees Valley Freight Implementation Plan**.

A key early requirement is a major upgrade of the rail line between Northallerton and Middlesbrough to the Ports of Tees and Hartlepool, so that it can be used by bigger freight trains. This supports the ongoing development of the Tees as a truly international freight gateway for the north of England. Funding is already in place to more than double existing container capacity, creating up to 4,000 direct and indirect jobs. The upgrade will also facilitate the passenger rail service improvements required at Darlington and Middlesbrough.

The work on these projects will also be considered by TfN through their work on the Connecting the Energy Coasts and East Coast to Scotland Strategic Development Corridors to inform their emerging long term Investment Programme for the North.

Benefits of the plan for:

Business	Passengers	Communities	Visitors
<ul style="list-style-type: none"> •Enhanced freight connectivity •Quicker, more reliable journeys •Attracting investment •Attracting / retaining staff 	<ul style="list-style-type: none"> •Quicker, more reliable journeys •More frequent trains •Better trains •Cheaper tickets •Less delays 	<ul style="list-style-type: none"> •Improved access to employment skills, training, education, healthcare, leisure, culture and retail •Enhanced station environment •Reduced carbon emissions 	<ul style="list-style-type: none"> •Better connections from the rest of the UK and abroad

3.2 Major Roads

Major national roads form the Strategic Road Network (SRN) and are operated by Highways England on behalf of the Secretary of State. The SRN comprises approximately 4,200 miles of road (some 2% of the road network in England) and carries, on average, four times as many vehicles each day per mile of road than locally managed major roads. In Tees Valley, the SRN accounts for 4% of the road network and comprises the following routes – A1(M), A19, A66 (west of the A19), A174 (between the A19 and the A1053) and the A1053 itself.

Recognising that the SRN accounts for a very small part of the total road network across the North of England, recent work by Transport for the North (TfN) has defined a new Major Road Network (MRN) for the North, based on routes that join a series of agreed important economic centres, including all ports and airports and designated Enterprise Zones across the North. This approach is a much more economically-focused method that is intended to be a 'live' network, responding to changes in demand as growth takes place. The Tees Valley routes within TfN's MRN for the North include the remainder of the A66, the A689, a number of key radial routes in Darlington, the A172 north west of Hartlepool, the A135 and A67 in Stockton, and the A171 and A172 in Redcar and Cleveland.

In late 2018, the DfT published its own MRN proposals across England to set out a tier of roads managed by local highway authorities that would now be able to access funding for improvements and maintenance through the National Roads Fund from 2020 onwards. Whilst it is disappointing that not all of the TfN network is included, particularly for routes such as the A172, it is a welcome recognition from DfT of the role that these roads play and the need to identify a sustained funding stream for them.

Whilst this approach provides a much more comprehensive coverage of those roads that are important to a local areas, it does not necessarily account for key public transport routes, nor links within local highway authority areas that serve the social needs of the Tees Valley. To address this, the Tees Valley has taken the TfN approach one step further and defined our own Key Route Network (KRN) within the **Tees Valley Roads Implementation Plan**, as shown below.

Tees Valley Key Route Network

Map of Key Route Network

This is the network of roads across Tees Valley that we see as being the most vital to the future growth aspirations of our area from both an economic and social perspective, and will form the basis for developing a long term programme of transport improvements. The proposed KRN covers 888 miles or 22% of all the roads in Tees Valley.

Defining a KRN in this way will ensure that the Combined Authority can more effectively plan and manage a programme of road improvements to support the delivery of economic growth. Improving the KRN will help us influence conditions on local roads, as increased congestion on main routes often leads to traffic re-routing onto more minor roads and/or the minor roads being impacted by vehicles queuing to join main routes. These more minor roads are not intended to accommodate the volume of traffic now being placed on them, and as such have not been designed or equipped sufficiently.

The focus on improving the performance of the KRN will assist in the delivery of other priorities, for example the Freight Implementation Plan, given that the majority of road freight movements will utilise this network. The freight sector is a key enabler in terms of investment, jobs and economic wellbeing. The Tees Valley does not have the levels of urban area congestion seen in some other cities, but does have pinch points of congestion across key freight routes, which affect network efficiency. The fact that principal bus routes have been included in the proposed KRN will also help improve bus journey times and reliability and assist in promoting this important mode of travel.

Reliability and resilience is important for all users – the ability to get where people want, when people want, with a high degree of certainty, is a key selling point for any area for both residents, workers, students and

visitors. In developing our priorities for future road investment and management, we need to ensure that this applies across the KRN.

TfN has developed a series of pan-Northern indicators against which the performance of its MRN will be monitored as the data becomes available. We will be working with TfN to agree the exact details of these indicators and using them to develop a corresponding series of indicators for the Tees Valley KRN.

In developing future interventions across the KRN, and indeed all of the Tees Valley local road network, the starting point is to make best use of existing infrastructure and to ensure that all technological tools are used to provide the reliable, resilient and safe network to which we aspire. TfN identifies that through influencing travel behaviour, supporting higher quality design and adapting to innovative technologies, such as electric vehicles, the MRN for the North can be improved, managed and adapted for the future to support a sustainable Northern economy.

Even with such effective use of the existing network, there will still be a need to identify, develop and deliver significant highway infrastructure improvements to support housing and economic growth. In the future we are proposing that we will develop a pipeline of schemes that will improve the KRN.

However, the impact of roads on the environment cannot be overlooked. TfN are to explore options for reducing the impact of road-based travel on the environment, air quality and carbon emissions, including exploring how Highways England's Air Quality Strategy could be expanded to cover the MRN for the North through future investment on the network, and the Tees Valley will be part of this work as it applies to our network.

The Tees Valley Local Authorities will also continue to invest in the maintenance, improvement and safety of the local road network.

There are a number of 'live' schemes within the KRN Programme. The A19 has been identified as a new high quality strategic route – an “expressway” – by Highways England, yet there remains a pinch point at the Tees Viaduct, where delays regularly occur because there are too few alternative ways to cross the River Tees. The A19 Tees Viaduct carries over 100,000 vehicles per day – in contrast, the parallel A1(M) only carries 43,000 vehicles per day at the point where it crosses the River Tees, emphasising how important the A19 is to Tees Valley in connecting it to the rest of the UK.

There is no connection between the A1(M) north of Junction 57 and the A66 Darlington Bypass. This requires high levels of traffic, including heavy goods vehicles, to gain access via unsuitable residential areas to the north of Darlington. Sections of the A66 are also single carriageway and key junctions on the route are heavily congested. The A66 is only classified as part of the national Strategic Road Network and managed by Highways England to the west of the interchange with the A19. Beyond this point the A66 becomes the responsibility of the relevant Tees Valley Local Authority, so onward access to key strategic locations such as the South Tees Development Corporation, The Ports of Tees and Hartlepool and Wilton International is essentially via a local road, despite the fact that it carries up to 85,000 vehicles per average weekday, 10% of which are HGVs. Access to Durham Tees Valley Airport, a key hub for international connectivity is via the A67, a single carriageway local road.

These two routes are the main road arteries north-south and east-west through Tees Valley, so they need to be improved to support the growth that is anticipated. We want to enhance major road links within Tees Valley and to/from the rest of the country to improve travel and access to global markets and support inward investment.

A new major road crossing of the River Tees will ensure that the A19 expressway will meet the “mile per minute” objective for the Strategic Road Network, address current issues with journey times and delays, as well as allowing the local road network to be improved in order to help deliver a number of new employment and housing sites. It will also help realise the full benefit of the A19 Norton to Wynyard widening scheme, due for completion by Highways England in 2022.

Photo of the New Tees Crossing

The business case for a **New Tees Crossing** continues to be developed, which will be used to secure the funding required from Government to deliver the scheme.

We are also currently examining the feasibility and viability of an **Eastern Tees Crossing** associated with the South Tees Development Corporation site, albeit recognising that current Government policy on estuarial crossings suggests that this would need a different funding mechanism, should it be pursued.

Improving the east-west A66 corridor from the A1(M) will provide a consistent standard of route all the way to the Ports of Tees and Hartlepool and the South Tees Development Corporation site. This could be provided by a new route around the north of Darlington, capacity improvements along the A66 around Darlington and Stockton, and junction improvements along the local road section of the A66 between the A19 and the Port, including at the Cargo Fleet and Port access roundabouts.

An initial business case for a holistic set of improvements along the A66 has been prepared. Work is also on-going to develop the business case for the **A66 Darlington Northern Link Road**.

The work on these projects will also be considered by TfN through their work on the Connecting the Energy Coasts and Yorkshire to Scotland Strategic Development Corridors that inform their Investment Programme for the North.

Other significant schemes in the KRN programme include:

- Portrack Relief Road;
- A19, grade separated junction, Elwick bypass and Hartlepool Western Link;
- A689 Wynyard Improvements; and
- A number of junction improvement schemes on the A66, A67, A172 and A174.

Benefits of the plan for:

Business	Drivers	Communities	Visitors
<ul style="list-style-type: none"> • Reduced journey times • More reliable journey times • Supporting the creation of 25,000 new jobs • Supporting Inward Investment 	<ul style="list-style-type: none"> • Provision of quicker, more reliable journeys 	<ul style="list-style-type: none"> • Less through traffic on local roads • Safer roads • Safer road crossings • Supporting the development of 22,000 new homes 	<ul style="list-style-type: none"> • Quicker connections from the rest of the UK

3.3 Connecting Economic Centres

In addition to connections to the rest of the UK and beyond, linking together our own town centres, economic assets and key health, employment, education and retail locations is vital for Tees Valley to function effectively. Better transport connections within Tees Valley and into our main rail stations will also allow us to maximise the opportunities afforded by improvements to the national networks.

To support our economic growth aspirations, people need to be able to travel easily around Tees Valley to access jobs, education and training opportunities right across the area. This is particularly important for the significant proportion of the Tees Valley population who do not have access to a car - hence the need for frequent and high quality public transport services alongside improvements to the road network. As highlighted previously, the long term programme for achieving road improvements is governed by the KRN Programme approach within the **Tees Valley Roads Implementation Plan**.

The **Tees Valley Roads Implementation Plan** also explains the strategic approach the Tees Valley Local Authorities will take in relation to network management and asset management to address issues such as a backlog in maintenance work and increasing costs of undertaking repair work. This includes road surfacing, bridges, street lighting, traffic control systems and public transport infrastructure. The **Tees Valley Roads Implementation Plan** makes reference to the policies and plans of each of the Tees Valley Local Authorities, including the Transport Asset Management and Network Management Plans, and will draw on the best practice approaches identified within the Highways Maintenance Efficiency Programme.

The Tees Valley Local Authorities will continue to invest in the maintenance, improvement and safety of the local road network. Having defined the Key Route Network, we will look to develop an agreed set of standards for this network to help provide the resilient and reliable network that our key businesses need.

We will also continue to promote activities such as car sharing and the take up of electric vehicles so as to reduce the impact of private car use on health and the environment.

Buses are the most well used form of public transport in Tees Valley, accounting for 83% of public transport journeys. The Bus Services Act 2017 provides opportunities to work alongside bus operators to deliver an affordable, efficient and high quality bus network that is both easy and attractive to use and fully meets local needs. It also offers the opportunity to integrate the bus network with other transport modes in terms of ticketing, routes, timetabling and infrastructure.

The **Tees Valley Bus Implementation Plan** sets out how we will develop our bus network to serve local needs. The Combined Authority will continue to explore bus network delivery options in light of the Bus Services Act 2017. The Act strengthened arrangements for partnership working between bus operators and local authorities, introducing new Advanced Quality (AQP) and Enhanced Partnership (EP) schemes, and introduced bus franchising powers.

New AQP and EP powers provide the framework for the Combined Authority to work side by side with bus operators to set a shared vision for bus services in their area. Under both of these partnerships services continue to be operated by commercial bus operators, but new standards are set which some or all of the bus operators in the area are required to meet.

Under such an arrangement the Combined Authority commits to take steps to support local bus services, for example the provision of improved bus passenger waiting facilities, integrated real-time travel information and ticketing, highway network improvements and measures to encourage an increase in bus patronage. In exchange the bus operators are required to meet specific local standards, for example minimum service frequency, maximum fares, better buses etc.

The Act also provides Mayoral Combined Authorities with the powers to implement bus franchising in their area – akin to the system operated by Transport for London. Under a franchising scheme, bus services continue to be operated by private bus operators, however they do so under the direction of the local transport authority. The local transport authority specify all aspects of the bus network including routes, fares and vehicle quality and put this network out to tender. All bus companies are then able to bid for the right to run the specified service, while the local transport authority assumes the revenue risk of running local bus services.

This is relatively new legislation and no combined authority has implemented a franchising scheme. At this stage the Combined Authority is committed to continue working with bus operators on a new partnership agreement.

Local rail services will also play a significant role in connecting our key centres and the **Tees Valley Rail Implementation Plan** describes how the identified interventions on the national rail network are fundamental to us realising our ambitions for the local rail network. Ongoing devolution of local rail services, through Rail North and the North East Rail Management Unit (NEMU), will allow us to have a greater level of input to both the specification of local rail services and their operation. Both are vital to make the network work better for our economy and housing growth aspirations.

The Tees Valley Combined Authority welcomes the improvements that are included within both the Northern and Transpennine Express franchises, but will be working hard through NEMU to secure further enhancements at the earliest feasible opportunity to ensure that:

- A minimum of 2 trains per hour operate on all rail lines wholly within the Tees Valley, which is not currently the case. This is consistent with the desirable minimum standards that have been set out by Transport for the North in its Strategic Transport Plan;
- Earlier morning, later evening and improved weekend services, particularly on Sundays, are delivered along with appropriate provision on key Bank Holidays such as Boxing Day and New Year's Day;
- Connections between all local/regional and national services are improved particularly at key interchange points and revisions to service patterns are fully investigated;
- Sufficient network capacity is provided to support our growth ambitions for both passenger and freight services;
- Masterplans for Hartlepool, Eaglescliffe and Redcar Central stations are developed further as well as for other locations as issues and opportunities are identified;
- Further station improvements are delivered, particularly in relation to accessibility;
- The potential for new stations is investigated;
- Opportunities for the potential development and expansion of the network are fully investigated;
- Rail fares become less complex, more transparent and keep in line with technological innovation and the availability of multi-modal ticketing is improved;
- Integration between rail and other modes of transport is improved; and
- The marketing of rail services is improved and is part of a wider, on-going programme of public transport promotion across the Tees Valley.

Powered Two-Wheelers

Powered two-wheel vehicles, including motorcycles, scooters, and mopeds, are an important mode of transport. They provide a lower cost alternative to the private car to locations that are not accessible by public transport, bicycle or foot, and make more efficient use of road space helping to reduce levels of congestion. The Tees Valley established a wheels 2 work scheme in April 2018 to assist those who would otherwise struggle to access employment at the required times or locations. Redcar and Cleveland Voluntary Development Agency were selected to manage the scheme which has been a great success, supporting numerous individuals. The scheme is currently being expanded to accommodate the growing demand.

Photo of wheels 2 work scheme

Suitable parking areas within town centres and other key locations are required to formalise parking arrangements where there is a concentration of users. Riders of powered two-wheelers are also more vulnerable and have higher casualty rates per mile travelled than other motorised vehicles, so there is a need to continue safety education and training initiatives.

Taxis and Private Hire Vehicles

Taxis and private hire vehicles offer a door to door service and are a flexible form of public transport that can play an important role in improving accessibility. They are used by all social groups and form an important element of the wider public transport offer.

The Tees Valley Local Authorities work closely with the taxi and licensed hire trade within their respective districts and boroughs, licensing both taxis and private hire vehicles and their drivers as well as providing taxi ranks. Each of the Tees Valley Local Authorities will continue to review their licensing policies to ensure they are up to date and reflect current legislation and market developments, such as the increasing use of smartphones to order and pay for services via apps and the availability of lower emission vehicles. The Tees Valley Local Authorities will also keep under review the possibility of developing a more coherent set of licensing standards so that there is more consistency in the level of service they can offer.

Benefits of the plan for:

Business	Drivers	Passengers	Communities	Visitors
<ul style="list-style-type: none"> • Reduced journey times • More reliable journey times • Connections to additional development sites 	<ul style="list-style-type: none"> • Reduced journey times • Fewer/shorter delays 	<ul style="list-style-type: none"> • Efficient, reliable, quality bus network • Improved affordable ticketing 	<ul style="list-style-type: none"> • Less through traffic on local roads • Improved air quality • Safer road crossings 	<ul style="list-style-type: none"> • Better, clearer connections between different parts of the Tees Valley

3.4 Unlocking Key Sites

As outlined in the Strategic Economic Plan, businesses across the Tees Valley need effective and reliable transport connections, wherever they are located.

In the Tees Valley there are currently a number of constraints on our existing transport networks, principally the road network, that act as a barrier to this growth and are also delaying the development and delivery of key employment and housing sites required to meet our economic growth aspirations.

As well as providing and maintaining a high quality strategic rail and road network as described previously, we want to:

- Address specific problems on the major and local transport networks to cater for future economic and housing growth across Tees Valley; and
- Ensure that people and goods can move around Tees Valley more easily so that the economy can grow effectively and sustainably.

The interventions that we feel are necessary to achieve this by 2026 are set out in the KRN Programme described within the **Tees Valley Roads Implementation Plan**, with the largest schemes described previously. Through the KRN Programme, we will continue to build a detailed database of all the future housing and employment developments across Tees Valley, which will inform detailed transport modelling analysis to pinpoint future congestion points on the transport network. This will help us to identify and prioritise transport projects which will overcome these barriers to growth and support the levels of development and economic and housing growth envisaged in the Strategic Economic Plan. This proactive approach will help us to make the most of national investment programmes identified in the Government's Investment Strategy (November 2017) such as the National Productivity Investment Fund that will continue to invest in transport schemes that target areas that can have the biggest impact on productivity.

In the short term, one Local Major Transport Scheme – Middlehaven Dock Bridge – has recently been completed, and others such as the Portrack Relief Road and A19, grade separated junction, Elwick bypass and Hartlepool Western Link are in advanced stages of development. Other schemes will be brought forward as necessary to support the growth of our major development sites. Well-targeted investment will drive economic development, particularly when implemented as part of a wider programme of interventions in line with the direction of regional and national industrial policy.

Given the nature of Tees Valley businesses, understanding the needs of freight as well as passengers will be crucial, particularly in the growing logistics sector. More detail on the interventions needed are included in the **Tees Valley Freight Implementation Plan**.

There will also be specific transport infrastructure and sustainable transport provision requirements (public transport, walking and cycling facilities) associated with individual large scale planning applications, such as those for significant housing developments at North Darlington, Wynyard, West Stockton, South Middlesbrough and in West Hartlepool. It is important that the provision of appropriate access or services for all transport users are fully addressed when housing and employment sites are being planned and developed. Local Plans for each of the Tees Valley Local Authorities, that set out local planning policies and identify how land is used, will reflect these requirements and identify in more detail local requirements in relation to transport.

South Tees Development Corporation

The South Tees Development Corporation (STDC), the first Mayoral Development Corporation outside Greater London, represents an international level opportunity to grow the economy of the Tees Valley and to significantly enhance its profile both as a UK region and a centre for industrial excellence.

The Vision for the South Tees regeneration programme is to see the area transformed into a hotbed of new industry and enterprise for the Tees Valley that makes a substantial contribution to the sustained economic growth and prosperity of the region and the communities it serves.

The strategy for regeneration of the South Tees Area has at its core a master plan that affords sufficient flexibility in uses, land allocations and phasing to cater for anticipated changing requirements across the proposed 25 year programme. The delivery strategy is captured across 20 broad principles of which 10 are core principles. Two of these core principles relate specifically to transport as follows:

- Use the regeneration opportunity to strengthen transport connections with Redcar town centre and other urban centres, to realise improved economic and community benefits; and
- Deliver efficient connectivity across the South Tees area through enhanced on-site transport infrastructure to realise optimal functionality.

The Tees Valley Combined Authority is working alongside STDC to ensure the transport requirements of the site are delivered.

Durham Tees Valley Airport

Durham Tees Valley Airport is a significant asset for the Tees Valley and its wider catchment area. It retains critical connections for local business and opportunities for visitors and tourists both inward and outward. The Combined Authority has taken the airport into public ownership and entered into a partnership with the Stobart Group.

The Combined Authority, working in partnership with the Stobart Group, has set the following targets for the airport:

- Attraction of 10 additional routes by 2022 of which:
 - 50% are chartered; and
 - 50% are scheduled;
- The attraction of a low cost carrier by 2022;
- The increase in freight tonnage up to 500 tonnes per annum by 2023;
- The tenfold increase in passenger numbers by 2023 of which:
 - 25% are business passengers; and
 - 75% are recreational passengers (of whom 25% are visitors to the region).

The developing masterplan for the airport is also seeking to:

- Accelerate delivery of the business sites on the North and South side of the airport;
- Establish an Enterprise Zone at the airport;
- Improve the site; including better access to the road network, improved signage, and better facilities for passengers;
- Establish a stronger partnership with the armed forces;
- Secure investment to enhance the use of the airport for freight, with good local facilities and stronger links into national logistics networks;
- Improve public transport links;
- Expand the airport's catchment area, through investment in Tees Valley's Key Route Network, and improvements to the Tees Valley's East-West road links to the A1(M); and
- Provide support for initiatives to enhance skills levels and contribute to the Tees Valley's skills and employment objectives, by developing high quality apprenticeships and training programmes in the aviation engineering sector and associated careers.

Photo of Durham Tees Valley Airport

Benefits of the plan for:

Business

- Reduced journey times
- More reliable journey times
- Connections to additional development sites
- Improved airport offering international access

Drivers

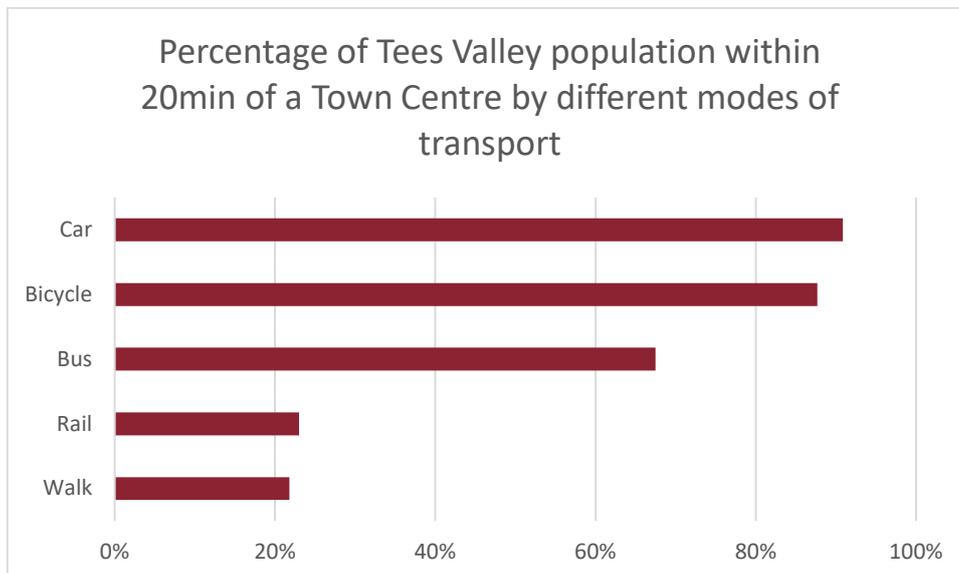
- Reduced journey times
- Fewer/shorter delays

Communities

- Improved airport offering greater travel/leisure opportunities.

3.5 Local Journeys

Walking, cycling and bus trips continue to make up a significant proportion of daily journeys across the Tees Valley. We therefore need to continue our work to date on improving walking, cycling and bus services that link housing to key destinations including rail stations, town centres, schools, colleges, employment sites, hospitals, shopping centres and culture and leisure sites.



We want to ensure that the needs of pedestrians, cyclists and bus users are fully considered so that all aspects of the journey experience from door to door are covered. Active travel options such as walking and cycling also offer major health and wellbeing benefits to residents and if more journeys are made by bus, on foot or by bike then we will have less congestion on our road network and lower levels of air pollution.

To make it more attractive to use sustainable transport options it will be important to make it as easy as possible to combine them for door to door journeys. This will mean making journeys by sustainable means as seamless and convenient as using private cars. Therefore we need to take action to improve the whole journey experience including how each part of it connects and integrates with one another in terms of infrastructure and supporting information.

This means continuing our work in four key areas:

- **Improving the provision of accurate, accessible and reliable information** – through journey planning, open data, support for app development and the www.connectteesvalley.com travel information portal.
- **Providing convenient and affordable tickets or payment options, for an entire journey** – through the Integrated and Smart Travel Programme of Transport for the North which will build on existing systems to develop smart ticketing, payment and information technologies and the North East Smart Ticketing Initiative (NESTI).
- **Providing regular and straightforward connections at all stages of a journey and between different modes of transport** – helping to ensure access for all users and improved co-ordination between operators.
- **Delivering safe, comfortable and highly functional transport facilities** – specifically interchanges, cycle hubs, bus stops/shelters and electric vehicle charging points.



The **Tees Valley Cycling & Walking Implementation Plan** looks to help residents and businesses enjoy the health, social and environmental benefits of active travel. Our specific aspirations are as follows:

- Support economic growth by providing and enhancing access to employment, education and training by cycle and foot;

- Create an integrated, good quality, accessible and well maintained cycling and walking network that connects people and places in the Tees Valley. Ensure that the needs of cyclists and pedestrians are reflected within new developments and the delivery of wider transport infrastructure improvements;
- Improve and maintain the quality of the Tees Valley cycling and walking networks. Ensure that walking and cycling are included within relevant highway maintenance policies and procedures, and consider opportunities to introduce provision for pedestrians and cyclists when undertaking routine maintenance;
- Improve safety and reduce the number of cyclists and pedestrians killed or seriously injured within the Tees Valley by providing new or improving existing infrastructure, and via the delivery of training and safety awareness initiatives. Continue to give children the skills to enable them to safely walk and cycle to school and the confidence to use sustainable modes through later life;
- Continue the promotion of walking and cycling alongside the other Tees Valley sustainable modes. Provide the information and support to allow people to confidently and safely cycle and walk. Deliver the positive message behind walking and cycling and the benefits they can bring to individuals and the area as a whole;
- Improve public access to bicycles across the Tees Valley, through innovative solutions with the private and third sectors;
- Reduce the environmental impact of road freight operations by further developing cycle logistics as a cleaner alternative for 'last mile' logistics and courier type services;
- Work to overcome inequalities that result in people feeling unable to partake in cycling and walking activities. Ensure that the needs of all users are taken into consideration when developing infrastructure;
- Improve links with public transport, making public transport hubs central to the development of cycling and walking networks and infrastructure, to provide a door-to-door solution; and
- Ensure that walking and cycling become attractive leisure activities, with supporting facilities and safe, well-defined routes.

Through the **Tees Valley Bus Implementation Plan**, we will work with Tees Valley bus operators to ensure the bus network provides the vital links from residential areas into our town centres and key local destinations. This includes the exploration of new solutions to provide services to more rural or isolated areas. We have four inter-dependant priorities for the bus network:

- Helping to ensure the long-term sustainability of the network;
- Responding to the changing demand for travel;
- Improving the competitive position of the bus; and
- Delivering a more integrated public transport system.

Behaviour Change Initiatives

To help promote active travel modes, we will provide residents with the information they need to make informed decisions on how they travel, including the promotion of increased levels of physical activity through walking and cycling.



Closely associated with improving door to door journeys is activity related to encouraging people to choose more sustainable transport options. Our behaviour change work is currently being progressed through our Let's Go Tees Valley project. This project includes:

- A comprehensive marketing programme under the Let’s Go brand to encourage travel behaviour change;
- Tees Valley wide walking and cycling programmes;
- A comprehensive schools programme incorporating pedestrian and cycle training, a Junior Road Safety Officer Scheme and promotional activities to increase walking, scooting and cycling to school;
- A Personalised Travel Planning programme to support the significant investment in the Youth Employment Initiative to tackle high levels of unemployment particularly amongst younger people; and
- Working with employers and training providers to address issues around accessibility to training and employment through measures such as Wheels 2 Work.

We will continue to develop and extend these initiatives, learning lessons and developing best practice approaches, to ensure people’s travel horizons are widened and more people across Tees Valley use sustainable transport to meet their needs.

Benefits of the plan for:

Business	Cyclists	Pedestrians	Communities	Visitors
<ul style="list-style-type: none"> • Improved accessibility to new and existing developments • A healthier workforce 	<ul style="list-style-type: none"> • Safer cycle routes • Fewer/shorter delays 	<ul style="list-style-type: none"> • Safer road crossings • Improved walking environment 	<ul style="list-style-type: none"> • Improved health • Improved air quality • Quality of place 	<ul style="list-style-type: none"> • A more attractive destination • More leisure opportunities

3.6 Delivering Social Equality and Protecting and Enhancing the Environment

This theme includes elements which cut across the other five themes with the aim of improving local air quality, minimising the emission of nitrous oxides and particulates; reducing carbon emissions; reducing noise from transport; protecting and enhancing the Tees Valley's built and natural environment; improving equality of opportunity; and enhancing health and wellbeing.

Social Equality

There are a wide range of options available to improve the opportunities for all residents within the Tees Valley. We are looking to develop improved, affordable access to employment, training, education, health provision, retail, culture and leisure. To meet the broad range of needs will require the continued development of infrastructure and services across all transport modes. All of the Implementation Plans reflect the need to enable accessible and affordable door-to-door journeys, particularly for those with physical disabilities, mental health conditions, learning difficulties or sensory impairment..

Community Safety and Security

Safety is integral to the development of the Tees Valley transport network and is a key element of the design and prioritisation of new schemes. Work is being undertaken to identify and develop walking and cycling networks and safer access to public transport hubs.

Training programmes are being funded to help children safely walk and cycle to school and programmes are in place to help adults who need assistance with beginning or getting back into cycling. Independent travel training is being provided to those who would otherwise have difficulty or lack confidence in using public transport.

As part of the Tees Valley behaviour change programme, a number of campaigns have been developed to promote the safer use of different transport modes such as driver training and Shining Example, a campaign to encourage improved visibility for cyclists riding in poor light conditions.



Health & Wellbeing

The potential for changing transport habits to improve health are well documented, from walking or cycling full trips, to the benefits of simply walking to or from the nearest public transport stop. We will continue to promote these benefits alongside providing the infrastructure, information and training to help people make healthier transport choices.

Transport is also a significant factor in helping to improve local air quality. The Implementation Plans encourage the use of less polluting transport modes and an increase in the use of Ultra Low Emission Vehicles.

Built Environment

Transport infrastructure and traffic can have a significant effect on the built environment and be detrimental to people's quality of life. New transport projects need to be sensitively designed to be sympathetic with existing character and quality and opportunities for improving built assets and their settings and public spaces should be examined. In addition, design for new transport projects needs to take into account the principles of Life Cycle Management and consider the prudent use of natural resources, minimising the production of waste and supporting re-use and recycling for all stages of the project from concept to decommissioning.

Natural Environment

New transport projects have the potential to impact on habitats and species and more generally on the Green Infrastructure network, through direct land take for infrastructure, construction and operational disturbance, and emissions/contamination. These issues will need to be managed carefully during the development of infrastructure schemes.

Opportunities to enhance biodiversity and green infrastructure exist, through designing in biodiversity into transport interventions. These opportunities include for example, the development of wildflower meadows along linear features such as roads and railway lines, which will look attractive and also provide opportunities for pollinators. Similarly, biodiversity can be enhanced by the planting of suitable / native species of trees and hedgerows.

Transport projects must make best use of areas that are already urbanised and provide an opportunity for regeneration / improvements to land quality, including remediation of contaminated areas. Where use of agricultural land is unavoidable, measures should be taken to avoid those areas of the highest quality.

Due to the nature of the plan area, many rivers and other water bodies, along with ground surface types have been modified from their natural condition. This has resulted in limitations to the carrying capacity of the drainage network and increased flood risk. Development of transport infrastructure can aggravate existing flood risk in a wide range of ways, for example by requiring land take from flood plains, or by changing the drainage regime. Expected climate change impacts include increased risk of extreme flooding and more extreme weather events from higher temperatures and increased wind and rain in winter months.

The Tees Valley contains a number of statutory and non-statutory designated sites that are protected for their importance for nature conservation. Prime amongst these sites are Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), which form the Natura 2000 European Union-wide network of core breeding and resting sites for rare and threatened species, along with some rare natural habitat types.

There are nationally important Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Local Nature Reserves (LNRs), County Wildlife Sites (CWS) and green spaces that support wildlife and enhance the wellbeing of the local population.

The Strategic Transport Plan recognises the importance of all these sites and the Combined Authority is committed to avoid/minimise any adverse impacts on important nature conservation sites as far as possible. Any potential impacts on these sites that may arise from new or upgraded transport interventions will be appropriately assessed, mitigated and/or compensated for, in-line with existing best practice and relevant legislation across the life span of the plan.

We will work with the DfT, Network Rail, train operating companies, Local Authorities and other stakeholders such as Highways England, Natural England, the Environment Agency and Historic England to enhance the transport system's contribution to the built and natural environment.

Sustainable Transport

We are committed to the development of integrated sustainable transport choices as outlined within the **Cycling & Walking Implementation Plan**. This will be supported by the 'Lets Go Tees Valley' Behaviour Change programme which encourages healthier more sustainable travel choices. As schemes are developed we will always seek to incorporate provision for sustainable transport modes wherever feasible.

Alternative Fuels

We will establish a co-ordinated approach to promoting the use of Ultra Low Emission Vehicles and the provision of Low Emission vehicle infrastructure in the Tees Valley.

The Tees Valley is in a strong position to engage with emerging hydrogen fuel technologies by taking advantage of our leading production capabilities with 50% of the UK's hydrogen produced here. The transport sector is likely to provide the largest opportunity for the area, particularly as it is also a UK leader in the automotive sector with a well-established, strong supply chain, especially in the field of low carbon vehicles. Early action on hydrogen vehicles and refuelling infrastructure will help to unlock significant long term transport inward investment opportunities.

Electric vehicles are another technological innovation and are becoming more common and they offer significant improvements over conventional engines in terms of fuel efficiency, local air quality, noise, and emissions. The world's first mass-produced family electric car, the Nissan Leaf, is being produced at Nissan's Sunderland plant, with many components produced in Stockton-on-Tees. As electric vehicles

become more common, additional charging points will be required to satisfy demand and these will need to be managed appropriately and provided in the right accessible locations.

Photo of Saltholme or other natural asset

Benefits of the plan for:

Communities

- Improved air quality
- Safer roads
- Affordable transport options
- Improved green infrastructure
- Improved built assets and public spaces
- Minimised impact of transport on the natural environment
- Reduced flood risk

Visitors

- A more attractive destination
- More leisure opportunities

4. How will the plan be Delivered?

This Strategic Transport Plan sets out the vision and related objectives, and signposts the actions and interventions that will guide investment in the Tees Valley transport network for the period up to 2026. Delivery of the Strategic Transport Plan will be managed by the Tees Valley Combined Authority alongside the five Tees Valley Local Authorities.

Further detail on how the Strategic Transport Plan will be delivered is outlined in this chapter.

4.1 Working with Partners

Some of the interventions will be delivered by the Tees Valley Combined Authority or the Tees Valley Local Authorities, and others will be delivered by, or in partnership with, other organisations. These are referred to as delivery partners, and include the following:

- Department for Transport - set the national policy direction for transport;
- Highways England - maintain and develop England's Strategic Road Network, including all motorways and some A-roads that have strategic importance. Funding for a programme of improvements to the Strategic Road Network is made available within five year funding cycles, called the Road Investment Strategy (RIS), the next one (RIS2) covers the period between 2020 and 2025. We will lobby and inform Highways England in order to ensure that the necessary improvements to the Strategic Road Network in Tees Valley are recognised in the programmes of Highways England priority schemes to be presented to the Department for Transport (DfT) for each RIS period;
- Network Rail - own and maintain the infrastructure of the rail network in England, Scotland and Wales. To determine necessary improvements to the rail network, the DfT produces a High Level Output Statement of the desired outcomes from improvements to the rail network. Priorities for investment are then identified on a five yearly cycle through Control Periods, the next one of which covers the period between 2019 and 2024. Network Rail then develops programmes of schemes that would achieve these outcomes for agreement with the DfT. We will work with Network Rail to ensure that our priority rail schemes are brought forward for investment;
- Transport for the North (TfN) - the first sub-national transport body in England and has produced the first pan-Northern Strategic Transport Plan. Through this, and an accompanying long term Investment Programme, the aim is to provide one agreed set of interventions across the North for each RIS and Control Period. We will work with TfN to ensure that schemes of pan-Northern significance in Tees Valley are included within its submissions to the RIS and Control Period processes. TfN also has a role in specifying current and future rail services across the North and we will seek to ensure that local rail services respond to changing demand and can take full advantage of the infrastructure improvements required on the national rail network;
- Public Transport Operators – Given that rail services are provided by franchisees and bus services by a number of private bus operators, we will need to work with all these bodies to develop the future public transport network for the Tees Valley;
- Neighbouring Transport Authorities - The Tees Valley Combined Authority has strong links with the neighbouring transport authorities of North Yorkshire County Council and the North East councils. These links encompass travel for commuting, leisure and business, supporting significant economic sectors and key businesses. We recognise the need to work closely with these neighbouring authorities, particularly in relation to cross-boundary issues and matters of regional and pan-Northern significance. We have therefore, through a process of careful consultation and discussion, worked with the appropriate neighbouring authorities to develop shared approaches to issues of joint interest in developing this Strategic Transport Plan; and
- Private sector developers - will deliver improvements to mitigate any negative impacts of their developments and potentially produce positive impacts by ensuring that residents, employees and

visitors of their developments can choose from a range of transport options, especially sustainable transport.

The Tees Valley Combined Authority will work with all of these delivery partners to implement the necessary interventions, track progress and identify areas for further work in support of the vision and objectives.

4.2 Policy Context

This plan forms one element of regional public policy and sits within a wider national, pan northern and local policy framework as explained below.

National

Industrial Strategy – The Government Industrial Strategy sets out a long term plan to boost productivity and earning power throughout the UK. One of the foundations of the plan is a major upgrade of the UK's infrastructure, with investment in the transport system.

Transport Investment Strategy – The Department for Transport published this strategy in July 2017. It sets out the priorities and approach for future transport investment decisions including the commitment to consult on a new Major Road Network. The strategy is a vital part of the Government's Industrial Strategy and plan for Britain.

Future of Mobility Urban Strategy – The Department for Transport published this strategy in March 2019. It outlines the government's approach to maximising the benefits from transport innovation in cities and towns and sets out the principles that will guide government's response to emerging transport technologies and business models.

Transport for the North's Strategic Transport Plan – TfN's Strategic Transport Plan for the North sets out the case for connectivity priorities for strategic transport infrastructure and investment through to 2050. The plan argues that an additional £21-27 billion is required for transformational strategic transport investment in the North.

Tees Valley

Tees Valley Strategic Economic Plan – Sets out the growth ambitions and priorities for the Tees Valley up to 2026. Includes priorities to improve, diversify and accelerate growth in the local economy to benefit businesses and residents.

Tees Valley Investment Plan – A 10-year plan (2019-29) structured to demonstrate how investment will deliver against the objectives of the Strategic Economic Plan. The plan includes the Tees Valley Integrated Transport Programme, which outlines the funding priorities for transport.

Tees Valley Local Industrial Strategy – Sets out the Tees Valley's ambitious plan to transform the economic performance of the area, that builds upon the distinctiveness of our local economy and responds to the opportunities and challenges that flow from this.

Tees Valley Education, Employment and Skills Strategy – A strategy to ensure a labour market which meets the needs of local business and supports the lifetime opportunities for all our residents.

South Tees Development Corporation – A Master Plan has been developed which presents the vision, strategy and ideas for the transformational regeneration of the South Tees Development Corporation area into a world class employment-generating zone and economic growth enabler for the Tees Valley.

4.3 Local Implementation Plans

The Tees Valley Local Authorities will play a critical role in achieving the outcomes of the Strategic Transport Plan and the Tees Valley Combined Authority recognises this through the Local Implementation Plan process. Following agreement of the overarching Strategic Transport Plan and its associated documents, each of the Tees Valley Local Authorities will produce a Local Implementation Plan. They will

set out how the Tees Valley Local Authorities will deliver the Strategic Transport Plan at a local level, will cover a period of five years and will include:

- Locally specific policy and background context;
- A statement of any local aims and objectives;
- Information on the local transport network and evidence of specific local challenges and opportunities;
- A summary of committed transport investment within the district/borough;
- Detail on the local schemes and projects to be delivered in support of the Strategic Transport Plan and local policies;
- A high level delivery programme reflecting the current known budgets and funding opportunities. The delivery programmes identified in the LIPs are not static, and will change over time to reflect shifting local priorities and the delivery of transport across Tees Valley; and
- Performance monitoring arrangements in support of the wider evaluation of the Strategic Transport Plan.

There are a number of statutory or advisory local transport plan requirements that are still in place. In many instances these will be dealt with at a local authority level with co-ordination across the Tees Valley where appropriate. These include:

- Local Plans – Set out local planning policies and identify how land is used, determining what will be built where;
- Network Management Duty – A statutory requirement that is the responsibility of the Traffic Managers at the individual local authorities. Further detail outlined within the Road Implementation Plan;
- Transport Asset Management Plan – Responsibility of the individual local authorities. Further detail outlined within the Roads Implementation Plan, including details of common agreement across the Tees Valley;
- Air Quality Action Plan – Not a statutory requirement within the Tees Valley as there are no designated Air Quality Management Areas. However, there is a continued commitment to air quality improvements across the Tees Valley and a need to address roadside Nitrogen Dioxide hotspots;
- Rights of Way Improvement Plan – A statutory requirement that is the responsibility of the individual local authorities. Explains how improvements made by a local authority to their public rights of way network will provide a better experience for a cross section of users. Further information in the Cycling & Walking Implementation Plan;
- Noise Action Plan – Not a statutory requirement, however there is a continued commitment to noise reduction improvements across the Tees Valley outlined within the environmental need chapter of this document;
- Bus Information Duty – A statutory requirement that is being co-ordinated across the Tees Valley, with further detail within the Bus Implementation Plan;
- Local Economic Assessment Duty – A requirement of the 2008 Local Transport Act. Assessment undertaken as part of the development of the Strategic Economic Plan;
- Sustainable Modes of Travel Strategy – A requirement of the 2006 Education and Inspections Act, which will be covered by the Cycling and Walking Implementation Plan. This includes the role of safer routes to school;

- National Park Management Plan – Part of North York Moors National Park crosses into the south eastern part of the Tees Valley. The National Park Authority will be involved during the consultation on the Strategic Transport Plan and further detail is contained with the Local Implementation Plans; and
- Provision for people with disabilities – A requirement of the 2010 Equality Act. The Integrated Sustainability Appraisal includes an Equality Impact Assessment that will test the Strategic Transport Plan's contribution to improving equality.

4.4 Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal has been conducted alongside the preparation of the Strategic Transport Plan to ensure the early integration of sustainability considerations. It has involved an iterative assessment process as the Strategic Transport Plan has developed, to ensure potential significant effects arising from it are identified, assessed, mitigated and communicated. It has also been conducted so to ensure the Tees Valley Combined Authority meets its legislative requirements.

4.5 Funding Challenge

Achieving the vision of the Strategic Transport Plan will require funding from a number of sources. The most significant of these funding sources are described below, but it should be noted that there are other sources to fund specific interventions, which are described in the relevant Implementation Plan(s).

Integrated Transport Programme

A £256.7m transport programme was included within the Tees Valley Investment Plan 2019-29. This includes a number of different sources including the Transforming Cities Fund and devolution funds, matched with previously committed Local Growth Funding. The Tees Valley Assurance Framework will be used to safeguard accountable and transparent decision making, appraise projects and evaluate schemes to achieve value for money and ensure that funds are spent lawfully. This framework will be used in conjunction with other checks and balances and will cover the statutory responsibilities of the local authorities.

Transforming Cities Fund

In the autumn 2017 Budget the Government announced a £1.7bn fund to improve transport links between regional centres. Whilst half of the available funds will be allocated via competition, the remaining funds have been allocated on a per capita basis between those Combined Authorities with elected metro mayors. For the Tees Valley this equates to a guaranteed £75.5m to improve local transport connections.

Strategic priorities identified within our plan that fit with the objectives of the Transforming Cities Fund (TCF) include:

- Improvements at major rail gateways.
- Improvements at other key stations on the local rail network.
- Bus infrastructure improvements.
- Use of Intelligent Transport Systems and innovative technology.
- Cycling, walking & electric vehicle charging infrastructure.

Highways England Road Investment Strategy

The Road Investment Strategy (RIS2) will cover investment in England's motorways and major roads during the 2020 to 2025 period. RIS2 is currently being developed by Highways England and we will seek to influence this investment where appropriate.

Network Rail Control Period

Control Period 6 (CP6) will cover investment by Network Rail between 2019 and 2024, with funding for operations, maintenance and renewals. The Control Period process reduces Network Rail's flexibility to

respond to initiatives, but provides certainty of funding to allow work to be planned efficiently. The high level output specification (HLOS) for CP6 has been published (July 2017) and sets out what the Secretary of State for Transport wants to be achieved by railway activities during CP6 for the Office of Rail and Road (ORR) and for the rail industry. It includes an initial statement of funds available (SoFA), which outlines the government's initial view of how much funding it can provide to support these activities. We will seek to influence this investment where appropriate.

Integrated Transport Block

Provided by the DfT for small transport improvement schemes costing less than £5 million, such as small road projects, road safety schemes, bus priority schemes, walking and cycling schemes and transport information schemes. A formula is used to allocate the funding directly to the Tees Valley Local Authorities based on need and this funding will form the major resource to deliver the Local Implementation Plans for the Boroughs.

Transport for the North

The Government funded TfN to develop its pan-Northern Strategic Transport Plan and to bring forward the evidence in support of it. TfN has also developed programme-level business cases for each of its identified Strategic Development Corridors. Three of the corridors – Connecting the Energy Coasts (multi-modal), East Coast to Scotland (rail) and Yorkshire to Scotland (road) are of major importance to Tees Valley. The outputs of the development work have informed TfN's long term Investment Programme which will be considered by the Government.

South Tees Development Corporation

The Government announced in the 2017 Autumn Budget £123m of funding for the South Tees Development Corporation. This funding is for the remediation of the site and to pave the way for investment by private companies. The provision of the necessary transport improvements will form one element of the regeneration of the site.

Other Competitive Funding Sources

We will also seek funding from external agencies, predominantly DfT, to support improving the Tees Valley transport network. Many of these sources of funding will require us to prepare competitive bids, but this Strategic Transport Plan and the Implementation Plans provide a sound evidence base to support any future funding bids.

Transport Operators

Transport operators, primarily those providing bus and rail services, will continue to invest in rolling stock/vehicles and in customer service improvements, either through current and future rail franchise commitments, or as a result of new agreements that will deliver the vision outlined within the **Bus Implementation Plan**.

Private Sector Contributions

There is also the opportunity to seek private sector contributions in support of our transport objectives. For example, match funding or complementary investment will be sought from the private sector in support of investment in Tees Valley. This could include contributions to the cost of providing infrastructure and public transport services in support of large scale development sites.

The most likely mechanism for achieving this will be through legal agreements as part of the planning approval process, which will be between the developer and the relevant Tees Valley Local Authority.

4.6 Future Changes

We are aware that there are a number of factors that could potentially impact on the transport system in the future and need to be on the front foot to respond to the challenges and opportunities these could present.

Some examples of the factors that could influence Tees Valley and its transport network in the future include:

- Social - growing and ageing populations, changing household structures and lifestyles;
- Technological - electric and hydrogen powered vehicles, driverless vehicles and changing energy sources;
- Economic – changing job market and flexible working practices;
- Environment - climate change, more stringent environmental regulations, energy and resource constraints; and
- Political – Brexit and further devolution.

Some of the more significant changes in the future could include:

Technology: Connected and Autonomous Vehicles

As identified in the DfT's Transport Investment Strategy (July 2017) the Government is committed to investing in the future of connected and autonomous vehicles (vehicles which are capable of moving with little or no human input) and to developing the best regulatory environment to encourage further investment and take-up of these solutions. In Tees Valley we will continue to monitor the progress being made in developing autonomous vehicles due to their potential to deliver significant benefits to the travelling public and to the network as a whole, by making journeys safer, increasing capacity, improving traffic flow and journey reliability, and reducing emissions.

Economic: Sharing Economy and Mobility as a Service

"Mobility as a Service" (MaaS) providers seek to offer their customers any type of travel experience using any type of transport service (public or private) through a digital interface. Whilst these MaaS platforms are still in their infancy they are growing and evolving quickly. The Tees Valley Combined Authority and the Tees Valley Local Authorities must continue to keep abreast of these changes in the transport market place and seek to maximise future opportunities.

Political: Further devolution

There is the potential in the future for further powers to be transferred to the Mayor or the Tees Valley Combined Authority and the Strategic Transport Plan needs to be flexible enough to account for any further devolution of powers and funding.

In addition to this, the Tees Valley Combined Authority continues to be part of Transport for the North (TfN), which advises Ministers on investment priorities and on strategic transport schemes to boost growth. The Strategic Transport Plan will need to continue to contribute to and support the investment plans of TfN in a way that is complementary and coherent.

4.7 Spatial Planning

It is important that transport planning is integrated with land use planning so that transport facilities can be developed to meet the future needs of the community. The Strategic Transport Plan can be used by the Tees Valley Local Authorities to help ensure that there is complementary, supportive infrastructure to facilitate their ambitions and those of the Tees Valley Combined Authority. This is being developed through the Key Road Network Programme, which is described in further detail within the **Road Implementation Plan**.

4.8 Monitoring and Review Process

The Tees Valley Combined Authority recognises the importance of a robust monitoring regime to provide evidence that the actions set out in this Strategic Transport Plan are proving to be beneficial. There will be

an annual Transport Monitoring Report to track progress being made towards the achievement of the vision and related objectives.

It is proposed that the Strategic Transport Plan, once adopted in 2020, is reviewed every four years to ensure that the Tees Valley Combined Authority has a robust and up to date plan that makes the case for continued investment. It will also support the Tees Valley Combined Authority in liaising with TfN and key delivery partners as they develop their own investment plans and will support bids for future funding.