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1. Introduction

Tees Valley Combined Authority is the local transport authority for the Tees Valley. This is the Tees Valley Cycling & Walking Implementation Plan, part of the first Strategic Transport Plan for the region, for the period up to 2030. It has been developed by the Combined Authority in collaboration with our five constituent Local Authorities, Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees.

The Combined Authority has ambitious plans to grow the region’s economy and our Strategic Economic Plan aims to create 25,000 new jobs and deliver an additional £2.8billion into Tees Valley 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 that also encourages inward investment. Transport is about connecting people and businesses in 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.

In preparing the Strategic Transport Plan, a framework was developed based upon six themes, which are closely linked and will all require improvement in order to meet the overall transport vision for the Tees Valley. The six key themes are:

- National Rail.
- Major Roads.
- Connecting Economic Centres.
- Unlocking Key Sites.
- Local Journeys.
- Delivering Social Equality, Carbon Reduction and Protecting the Environment

To support the Strategic Transport Plan itself, a series of Implementation Plans have been prepared which go into more detail on the current and future issues, and the interventions needed, across the six themes listed above.

This Cycling & Walking Implementation Plan covers issues relating to the Local Journeys and the Delivering Social Equality, Carbon Reduction and Protecting the Environment themes in particular, but also links to Connecting Centres and Supporting Economic Growth themes as well.

The purpose of this document is to present a clear framework for the development and promotion of cycling and walking throughout the Tees Valley, both as a practical mode choice for everyday journeys and as a key element of leisure and tourism activity. It champions the role of cycling and walking in terms of providing exercise for health, reducing the number of cars on the road network, helping provide door to door public transport journeys and being a leisure activity in their own right. This is in line with Government policy.
The document describes the existing situation for cycling and walking in the Tees Valley, including the barriers which result in their relatively low mode share at the present time. It then sets out our aspirations for increasing use and highlights the need for a Local Cycling and Walking Infrastructure Plan, as well as ‘softer’ interventions such as information, training, promotion and events. Finally, the document gives examples of potential interventions, and describes the way in which the necessary improvements will be delivered locally.
2. Role of Cycling & Walking

The Government’s long term goal up to 2040 is that walking and cycling should be a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, work or leisure trips or as part of a longer journey, creating a nation where cycling and walking are the norm for all people. This is highlighted in the Cycling and Walking Investment Strategy¹.

The Government proposes realising these aims by promoting:

- **Better Safety** - “A safe and reliable way to travel for short journeys”
- **Better Mobility** - “More people cycling and walking - easy, normal and enjoyable”
- **Better Streets** - “Civilised places where people come first”

The objectives of the Cycling and Walking Investment Strategy are in keeping with the Tees Valley Strategic Economic Plan (SEP) as it acknowledges that to unlock future growth there is a need for locations within the Tees Valley to be better connected to assist in overcoming the relatively high levels of unemployment.

The Tees Valley’s vision as set out in the SEP is for a high value, low-carbon, diverse and inclusive economy. The ambition incorporates economic, social and environmental priorities and will allow all partners to work towards a sustainable and socially responsible Tees Valley. Underlying this ambition is a commitment to improving the lifetime opportunities for local people, tackling some of the difficult challenges of social exclusion, providing opportunities across all of the Tees Valley including rural areas and disadvantaged communities, thereby ensuring that all citizens are able to share in the benefits of economic growth.

The provision of good quality sustainable transport solutions, such as walking and cycling options, is essential in order for us to realise our aspirations for new jobs and new homes. It is vital to ensure that homes and jobs are well connected by all travel modes, and that our residents can enjoy a high quality of life. Residents must also be able to access training and education programmes that will help them realise their employment ambitions. There is a need to continue our work to date on developing and supporting the use of cycling and walking networks that link housing sites to key attractors across the City Region, and on providing links by cycle and foot from local hubs into our strategic centres and economic assets.

Choosing cycling or walking has a number of benefits to the individual and the wider community. These fall under the four key headings set out in the Door to Door Strategy², which champions the need for convenient and efficient door to door journeys to make people less likely to choose to use the private car as the preferred mode of travel. These headings are:

- **Protecting the Environment**

  Motorised vehicles continue to be a major contributor to carbon emissions, poor local air quality (NOₓ, particulates, etc.) and noise pollution. Whilst modern technology, such as more efficient engines and electric vehicles, is reducing emissions from

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¹ Cycling and Walking Investment Strategy, Department for Transport, 2017
² Door to Door, A Strategy for Improving Sustainable Transport Integration, Department for Transport, March 2013
motorised vehicles, sustainable transport still provides a solution which can make a much larger impact on a growing urban population. Walking and cycling can replace the use of private vehicles helping to cut carbon emissions and improve air quality, making a significant contribution to meeting the UK’s demanding carbon reduction targets. Importantly, they also form an important element of journeys made by public transport, providing the door to door connections to help people to make longer distance journeys without needing a private vehicle. This has a positive impact not only on air quality and carbon emissions, but can also improve the overall quality of places by reducing the dominance of vehicular traffic.

This is particularly important with a number of authorities in the Tees Valley declaring Climate Emergencies and encouragement of walking and cycling and implementation of improvements to infrastructure can help to meet carbon reduction targets.

- **Boosting Economic Growth**

High levels of congestion have a negative impact on the economy – the costs to the economy of congestion, specifically vehicle delay and increased journey times, are well documented. Unacceptable levels of congestion will stifle regeneration through the planning process as well as by investors being deterred from investing in problem sites. In comparison to highway schemes, cycling and walking infrastructure provision can often provide a more cost effective, deliverable solution for reducing congestion on the highway network. A shift to cycling and walking has the potential to make more efficient use of the limited availability of road space within the region’s built up areas.

Improving connectivity and cutting congestion through increased levels of cycling and walking can help link businesses and markets by reducing congestion and delivering fast, reliable journeys. In addition, for Tees Valley businesses, an increase in the use of active modes could also result in higher productivity due to a healthier workforce who are undertaking exercise as part of their working day. This is because active

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3 UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017 - BEIS
travel can help tackle obesity and has been proven to reduce time off work due to sickness, improving productivity and competitiveness.

An assessment of the impact of the Department for Transport (DfT)'s Local Sustainable Transport Fund (LSTF) has also shown that the main benefit of investing in sustainable transport is a reduction in congestion, particularly for business users. Town centres and high streets which are better designed for pedestrians and cyclists have also seen the benefits through increased economic activity from higher footfall and rental value supporting the creation of vibrant and attractive places. Further research has shown that people are more likely to spend more money if they travel to shops and businesses on foot, by cycle or by public transport than if they had driven.

Walking and cycling also contributes to the Tees Valley urban and rural economies through leisure and tourism and can be enhanced through further improvements to infrastructure, integration with other modes and information.

- **Supporting Society**

Providing a well-connected and accessible transport system that is safe and secure can help improve public health and the quality of life. The Tees Valley performs worse than the England average on a number of key health indicators including deprivation, obese children and adults, percentage of physically active adults, life expectancy and people under 75 dying of cardiovascular issues or cancer. Whilst there are many contributory factors to poor physical health and mental wellbeing, low levels of physical activity is a recognised factor.

Active modes have a very important role to play in Tees Valley, where we want to improve the health of our residents, and help them get access to work, education and leisure activities, reduce social exclusion for people living alone and help alleviate the pressure of poor health upon society.

By providing exercise through every day activities, active modes can help people achieve the recommended 150 minutes of moderate exercise per week, as well as fulfilling their transport needs. Many people that feel unable to exercise, because of a disability or a lack of finances, confidence, strength or fitness, are able to use active travel modes.

- **Delivering a Good Deal for the Traveller**

By integrating active modes into door-to-door journeys, we can help make travel more reliable and affordable. Active transport offers poorer households and people living in deprived areas the opportunity to access their needs for free, or more cheaply than by other modes, which reduces barriers to good health, community, employment and economic growth. Cycling and Walking can also offer a more predictable time of arrival without the unknowns linked to traffic congestion or public transport cancellations and delays.

A report by Sustrans shows the Tees Valley as having medium transport poverty, whereby people cannot access jobs, education, hospitals and other services because of having no access to private or public transport, either because of where they live, their age, disability and/or income.

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5 Department of Health Guidelines
30.5% of households in the Tees Valley do not have access to a car compared to 25.6% nationally. We need to ensure that these households have access to the same opportunities as car owners to remove one of the barriers to accessing employment and the need to be dependent on welfare support.

Mobility is an important element of quality of life and cycling and walking offer the opportunity to improve or contribute towards improving mobility for all. The provision of well-designed cycling and walking networks can also contribute towards improving the built environment for all and has been shown to improve the attractiveness and liveability of modern cities.
3. Existing Conditions/Current Issues

The Tees Valley Local Authorities have been delivering cycling and walking infrastructure, promotion and safety awareness schemes in partnership for a number of years, through the development of the Second and Third Local Transport Plans. The transport network has been under continual development through an ongoing process to remove gaps in the networks and provide access for all. Most significant in terms of funding for walking and cycling projects has been the LSTF between 2011 and 2015, and for 2015/16, the 2016/17 Sustainable Travel Transition Year Fund and the current DfT Access Fund which ends in 2021. Darlington also received funding between 2004 and 2009 as a Sustainable Travel Demonstration Town and between 2005 and 2011 as a Cycle Demonstration Town.

Investment over the last ten years has allowed infrastructure to be developed to a higher standard, making walking and cycling a more attractive option for existing and potential users. Infrastructure has been linked together to provide full journey solutions. There have however only been finite amounts of funding, and therefore there are still gaps in the sustainable transport networks and future infrastructure has to accommodate the changing and future housing and employment development patterns that will accompany our growth aspirations.

As a result there are strong foundations on which to build. For example:

- The Tees Valley is already well-served by the National Cycle Network, which is well integrated with local cycle routes in both urban and rural areas. A number of routes have recently been improved using the Tees Valley’s Local Growth Fund and local authority funding including: the River Skerne Access Corridor in Darlington; the link to Queens Meadow Business Park in Hartlepool; and improved links into Riverside Park in Middlesbrough. In addition, the Tees Valley has an extensive network of Public Rights of Way, including sections of the Teesdale Way and recently completed sections of the England Coast Path National Trail.

- The Hub in Stockton on Tees is the UK’s first active travel and cycle parking centre – it offers free information and advice on all aspects of cycling and walking, with regular guided rides and walks, and training courses on cycle maintenance and on road cycling. There are now also active travel hubs in Darlington – Bike Stop and
Middlesbrough – Middlesbrough Cycle Centre, plus active travel hub activities in Hartlepool and Redcar & Cleveland.

- There are programmes of guided cycle rides and walks being delivered across the Tees Valley. These offer encouragement and assistance to those who want to be more active and try alternative means of transport. In 2018/19 there were 500 guided cycle rides and 906 led walks.

- Residents across Tees Valley are also benefiting from free personal travel planning conversations to help them to get to work, education or training – travel advisors are aiming to help make travelling around the Tees Valley cheaper, easier and healthier for individuals and for families, and they are also noting any comments residents may have which will help make improvements to sustainable transport options in the area. During 2018/19 the travel advisors engaged with 1,059 jobseekers and 4,707 households.

- School children across the Tees Valley are benefitting from pedestrian and cycle training, helping them to be safer on and around the roads and giving them the confidence to travel by sustainable modes of transport. In 2018/19 7,532 children were given pedestrian training and 2,209 were given Bikeability+ training.

Let’s Go Tees Valley has been established to offer ideas, advice, support and motivation for people to find greener, healthier and cheaper ways to travel.

The project is funded by the Department of Transport’s Access Fund and supported by the Combined Authority.

The team engages with people across the boroughs of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton, and encourages them to walk, cycle, and use any public transport that builds a greener, healthier community.

The team’s activities include:

- Providing residents with the information they need to make informed decisions on how they travel, including use of the journey planning and mapping tools on the connectteesvalley.com website;

- Providing targeted support through the use of the Personalised Travel Planning Team. The team visits residential areas, job centres, colleges, workplaces, and other key locations and events.

- Use all available communication channels to proactively promote cycling and walking throughout Tees Valley, to encourage a change in lifestyle choices for more physical activity;

- Promotion of the information and journey planning information available through the Connect Tees Valley Web Portal;
• Promotional activities including safety campaigns, sustainable travel promotion and active travel challenges.

• Provide signage and promotional materials for key routes around Tees Valley;

• Work with all stakeholders, such as third party organisations, schools and partners in the Health Sector, to identify opportunities for walking and cycling, including the development of cycling and walking schemes;

• Engage in a series of local initiatives such as the annual Guided Cycle Rides and walks programme and capitalise on national initiatives;

• Provide support to cyclists through the use of training and other related qualifications, incorporating any work carried out with the Bikeability programme, raising awareness and promoting safety;

• Provide bike maintenance training to both existing cyclists and to enhance the skills of those looking to improve their employment prospects within the cycling industry;

• Improve public access to bicycles across the Tees Valley, through innovative solutions with the private and charity sectors; and

Identify opportunities for developing the use of cycling and walking within last mile logistics, contributing to improving local air quality and reducing congestion within urban centres.

Despite these and many other investments, further improvements are still required as cycling makes up just 2.1% of travel to work trips in the Tees Valley and walking just 11% (2011 Census). From our ongoing work, we have a good understanding of the issues that remain and these are outlined below.
Accessibility

The development of high quality sustainable transport access is vital in connecting the residents of Tees Valley to their employment, skills and training requirements. It is particularly important that those without access to a private car or who are unable to drive are provided with the means to access employment, leisure, health, retail and other essential services. Due to the topography and size of Tees Valley, cycling and walking could become a practical choice for many journeys.

The Tees Valley contains a large number of communities that have limited travel horizons with residents rarely traveling much beyond their immediate local area when looking for education, employment and training opportunities. This limits the economic potential of the area since it narrows the opportunities available to people.

Evidence also shows that some of the priority employment locations in the City Region have exceptionally poor accessibility. There are issues of localised severance, where access is only safe by private car. For many people seeking training or employment opportunities, both a lack of infrastructure and awareness of their travel options are major barriers. There is therefore a need to better coordinate information, invest in infrastructure and provide advice and support.

Safety

Statistics show how vulnerable cyclists can be as a particular road user group. There is a growing trend of pedal cyclist casualties, in the last year there were 128 slight injuries, 29 serious injuries and 1 fatality across the Tees Valley. This is of particular concern when we consider that pedal cyclists only make up around 1% of the total miles driven and ridden in the Tees Valley.

Conversely, the trend for pedestrian casualties is declining, as a result of the actions taken through previous Local Transport Plans where a large number of interventions have been targeted at improving road safety.

With the growing use of cycling, we have to consider investment in suitable infrastructure to counteract the accident statistics and also support schemes that promote awareness of the cyclist as a road user. The Tees Valley also runs pedestrian training and Bikeability programmes to enhance safety of vulnerable road users. This in turn should support the growth of cycling within the Tees Valley as a safe alternative mode of transport.

Perceptions

There are negative perceptions about sustainable transport which can hinder its popularity. Two examples of transport perceptions which stifle the uptake of sustainable transport, taken from the Door to Door Strategy are that cycling is not safe and there is too much traffic, and that walking takes too much time.

In addition, local data from Transport Focus attitudinal surveys highlights issues around perceptions. Previously we have used this data to inform our sustainable travel programmes with proven results, and we need to continue to address these negative perceptions.
4. Aspirations for Tees Valley Cycling & Walking

Having considered the significant benefits of cycling and walking in economic, social and environmental terms, we will aim to encourage the development of cycling as a legitimate and valued transport mode, and leisure activity within the area. Cycling continues to enjoy a strong positive profile throughout the UK. Well publicised political initiatives, combined with sporting successes in the Olympics and Tour de France have kept cycling and all the positive benefits it brings in the spotlight.

We want to build on our achievements, which is why we are creating this document, to highlight what we need to achieve to support cycling and walking moving forward. Cycling provides a real alternative within the Tees Valley for many short/local car journeys and also presents an opportunity to enhance accessibility to rurally isolated areas.

In support of the Government’s long term goal that walking and cycling should be a normal part of everyday life we want to create an environment where cycling and walking are the norm for all people. For the benefits outlined previously to be fully achieved, cycling and walking should become the natural choice for shorter journeys or as part of a longer journey. Cycling and walking should also become safer, and, importantly, be perceived to be safe. In short, walking and cycling should be easy, normal and enjoyable.

We want this document and the interventions that flow from it to contribute towards the Tees Valley having “Better Safety, Better Mobility and Better Streets”. By working together across the Tees Valley and organisations we can transform our area’s attitude to walking and cycling, helping position the Tees Valley as a leader and inspiration in the UK. This document marks the beginning of this transformation and forms the key element of the Local Journeys theme of the Strategic Transport Plan that seeks to:

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.

We want 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 integral, 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 – through the provision of new or improved 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 of transport through later life;

• Continue and enhance 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 charity 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.

Our ambitions will be delivered only if we work with other authorities, businesses, charities, and the public. We need to support our local delivery partners to do what they do best – identifying and delivering individual and tailored interventions fit for our local area.

The feedback we have received so far on the interventions already implemented has been taken into consideration in developing this document and where possible, we will take on board the suggestions to involve local cycling groups in strategic transport planning, provide more and better secure cycle parking at transport hubs and develop cycle links between key locations.
Wider links

There are four other Implementation Plans being produced alongside this Cycling & Walking Implementation Plan to accompany the Strategic Transport Plan, which focus on roads, rail, buses and freight. There is significant overlap between the Implementation Plans as outlined against the Strategic Transport Plan themes below:

**National Rail** – All rail journeys start and end with some form of local transport provision. Good quality, sustainable access for all is vital to ensure the delivery of the future ambitions of the rail network. We also support the provision for cycles to be carried on trains and the availability of parking at stations.

**Major Roads** – Cycling and walking can play an important role in relieving congestion on the road network and ensuring that the capacity is available for trips where there is no alternative. Major road infrastructure can also be the cause of severance within communities, therefore it is vital that connections are created and maintained on and across the road network and incorporated within future road design. We want to ensure that cyclists and pedestrians are safe from vehicles. Improved roads can also provide a smoother, safer ride.

**Connecting Centres** – All bus and rail journeys begin and end with some form of local transport provision. Good quality, sustainable access for all is vital to ensure the delivery of the future ambitions for the bus and rail networks. Cycling and walking can play a key role in filling some of the gaps.

**Supporting Economic Growth** – Walking and cycling can play a key role in supporting economic growth, both in providing links between future job opportunities and residents, and in improving quality of life within the Tees Valley – contributing to delivering a healthy, vibrant, modern region that retains talent.

**Local Journeys** – Along with buses, cycling and walking are the key modes for shorter journeys and offer an affordable, healthy option for people to access employment, education and services, and link to public transport options for longer journeys.

**Deliver Social Equality and Protect and Enhance the Environment** – Cycling and walking offer the most affordable, environmentally friendly choice for shorter journeys, and with good infrastructure and support can provide a good option for the whole of society. It is important that infrastructure is designed to assist mobility for all users. It is also vital that any infrastructure that is delivered is designed to minimise its impact on local habitats and used to enhance them where possible.
5. Interventions

The aspirations for an enhanced active transport offer in Tees Valley will be achieved by improving the cycle network, improving the walking network and providing marketing, training and information about active travel.

Infrastructure Development

In order to identify a network of preferred routes and core zones for future development, including prioritisation of interventions, we are producing a **Local Cycling and Walking Infrastructure Plan (LCWIP)**. These are detailed within the Government’s Cycling and Walking Investment Strategy and are a new strategic approach to identifying the cycling and walking improvements that are required at a local level.

The plan enables a long-term approach to developing local cycling and walking networks and form a vital part of the Government’s strategy to increase the number of trips made on foot or by cycle. Although producing one is not mandatory, it has helped us identify our priorities, directing input to the most useful schemes and helping us build the case for future investment. The plan will be updated on a regular basis enabling us to review the priority routes originally developed as part of the Sustainable Access to Employment Programme and cover more of the Tees Valley cycling & walking networks over time.

**Sustainable Access to Employment Programme**

In 2014, the Combined Authority allocated £8.3m of Local Growth Deal funds to a Sustainable Access to Employment Programme. This programme is delivering a package of infrastructure measures between 2016 and 2020 that will open up opportunities for residents to access employment opportunities by bus, rail, bicycle and foot, whilst reducing reliance on the private car. The programme has the following objectives:

- Improve walking and cycling access between housing, employment and training sites;
- Improve safety on existing transport networks; and
- Improve access to/from the Tees Valley’s public transport network.

Individual projects have been selected and prioritised on their contribution to meeting these objectives and delivering the Combined Authority’s Strategic Economic Plan.

As part of creating the LCWIP a Cycle Network Map has been developed, detailing a proposed network based around the routes people currently take and those people are likely to want to take, both now and in the future. The development of the Cycle Network Plan involved an evidence-based review to identify key existing and future desire lines between origins and destinations throughout the Tees Valley and ensuring these are suitably connected by a joined-up primary network and supported by a network of secondary links.

There are detailed plans for each of the main towns in the Tees Valley and the plan below shows these local networks and also the strategic connections that could be made between the towns to create a Tees Valley network.
In developing the network across the Tees Valley, we will aim to offer as many direct, continuous and safe routes as possible, and we will consider the way that walkers and cyclists interact. There will be a rolling programme of implementation, identifying gaps in the network based on need, establishing an appropriate hierarchy and prioritisation system of schemes that connect key locations.

In summary, the LCWIP identifies how we will:

- Create an integral and accessible strategic cycling and walking network that provides connections across the Tees Valley, focusing on priority corridors where the greatest uptake in cycling and walking can be realised;
- Work in partnership with developers to ensure they use appropriate cycling and walking infrastructure within new developments, ensuring appropriate integration of the network;
- Continue to develop and adopt best practice in the design, implementation and maintenance of the networks wherever possible, whilst also ensuring consistency and continuity of the schemes delivered;
- Improve access for visually and mobility impaired, incorporating within wider scheme development;
- Provide a mix of cycle storage and parking facilities in key locations. Interlinking with the travel plan process for schools and workplaces;
- Ensure that the design of traffic calming measures is sympathetic to the needs of cyclists and pedestrians;

- Identify opportunities to grow the cycling and walking networks through incorporating complementary measures within new road schemes and existing maintenance schemes; and

- Improve signage identifying clear accessible routes, in association with tourism where applicable.

As part of the development of the LCWIP a long list of corridors was identified for potential prioritisation and further development for each Borough following a review of the evidence. These corridors were identified based on existing or potential demand and other objectives such as economic development or addressing accident hotspots.

The long list of corridors will be used to identify further schemes beyond those identified as the initial priority corridors. This list will be reviewed on a regular basis as some corridors may become less desirable and new corridors may need to be added in depending on where development occurs.
Promotion and Safety Awareness

To ensure that the benefits of cycling and walking are promoted to residents, employees and other stakeholders and the use of existing and proposed infrastructure is optimised, we will also carry out a range of activities to support the investment in infrastructure. This includes:

- The delivery of active travel hubs and active travel hub activities across the Tees Valley, providing support for the use of active travel modes through cycle parking provision, cycle maintenance, cycle maintenance training, refurbished bicycles, guided rides, guided walks and general advice;

- Personalised Travel Planning offering individuals tailored advice whether they are looking for work or looking to change to more affordable, healthy, sustainable transport choices;

- Providing pedestrian and cycle training at schools, improving road safety and giving children the necessary skills and confidence to choose walking and cycling for their journeys;

- Providing independent travel training to those who might otherwise have difficulties using sustainable transport; and

- Marketing sustainable modes of transport, making residents, employees and students aware of the opportunities and benefits of walking and cycling within the Tees Valley through events, marketing campaigns, challenges, maps, leaflets, websites and social media.

We are currently delivering a package of measures under the Connect Tees Valley banner and will look to evolve and extend this important programme of measures into the future.

**Connect Tees Valley**

In 2016, the Combined Authority was successful in securing £3.3m of funding from the Department for Transport’s Access Fund for three years between 2017/18 and 2019/20. A further 1.1m was secured in 2019 to extend the programme through 2020/21. The Connect Tees Valley programme is delivering a package of revenue measures including personalised travel planning, active travel hubs, independent travel training, pedestrian & cycle training and marketing campaigns.

Three packages have been devised under the Connect Tees Valley brand, to help focus delivery and deliver activities to support the capital investment in infrastructure schemes that will support cycling and walking. These are:

**Connect Active Travel** – A package of marketing, guided walks, guided cycle rides and active travel hubs to increase the numbers of people walking and cycling.

**Connect Education** – A programme of education, encouragement and enforcement, including the provision of a comprehensive, consistent schools package ensuring that children have access to high quality pedestrian and Bikeability training.

**Connect Employment** – Promoting cycling and walking as a cheap form of travel by providing information and training, including supporting businesses and colleges to attract students, apprentices, employees and customers through a Personalised Travel Planning programme.
Consultation and Monitoring

In addition to investing in the cycling and walking networks and promoting their safe use we will also continue to monitor levels of cycling and walking and consult with local groups to ensure this Strategy evolves over the lifetime of the Strategic Transport Plan. We will therefore:

- Consult and involve stakeholders in the development of cycling and walking schemes through development of the Local Cycling & Walking Infrastructure Plan;
- Work with partners, to highlight the needs of all road users. Helping identify training and infrastructure requirements for the safe use of sustainable modes of transport;
- Ensure a robust monitoring regime is in place to track the demands, weaknesses and strengths of the network;
- Ensure schemes are audited to ensure their effectiveness, considering the needs and requirements of commuters, particularly focusing on active modes; and
- Identify areas that may need infrastructure improvements to reduce the risk of traffic incidents on the network.
6. **Links to Local Schemes**

Our ambitions will be delivered only if we work with other authorities, businesses, charities, and the public. We need to support the Tees Valley Local Authorities to do what they do best in identifying and delivering individual and tailored interventions fit for the local area.

**Local Implementation Plans**

Each of the Tees Valley Local Authorities has produced, or is in the process of producing a Local Implementation Plan, which will detail how they will deliver outcomes of the Strategic Transport Plan at a local level, and will cover a period of five years.

It will describe how the infrastructure requirements identified in the Local Cycling and Walking Infrastructure Plan as well as revenue-funded schemes will be resourced, financed, managed and delivered by the relevant Tees Valley Local Authority.

**Rights of Way Improvement Plans**

Rights of Way Improvement Plans are produced by each of the Tees Valley Local Authorities and aim to provide a strategy that helps to target resources towards achieving countryside access. Public rights of way connect people with places, and also provide an important option for exercising for free outdoors, which has recognised benefits for mental and physical health. People who have pleasant experiences walking and cycling as a leisure activity are then likely to take up active modes to connect to public transport and to make local journeys without a vehicle. Therefore improving public rights of way will have positive impacts on overall cycling and walking levels in Tees Valley, and vice versa.

**Equality**

Some groups of people are impacted more than others by changes to the transport network. For many people a lack of mobility or confidence in using the transport system is a barrier to employment, education, health care, and to a social life. It also comes at a cost to the individual in terms of loss of independence. The Government is committed to building a country that works for everyone and to deliver a transport system which is accessible to all whatever their background or characteristics.

We will support the Government in delivering this ambition by facilitating, where possible, the implementation of the draft Accessibility Action Plan that seeks to address the gaps in existing provision. In doing so we will ensure that any updates to guidance such as Local Transport Note 2/08: Cycle Infrastructure Design and Inclusive Mobility are reflected in the interventions we take forward. In addition, each of the Tees Valley Local Authorities will continue to carry out Equality Impact Assessments for new infrastructure and schemes, with the aim of reducing disproportionate impacts on some people more than others.
7. **Action Plan**

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<tr>
<th>Action</th>
<th>Description</th>
<th>Outcomes</th>
<th>Milestones</th>
<th>Timescale</th>
<th>Lead</th>
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<tbody>
<tr>
<td>1) Deliver the Sustainable Access to Employment Programme</td>
<td>A four year programme delivering a package of infrastructure measures that will open up opportunities for residents to access employment opportunities by bus, rail, bicycle and foot, whilst reducing reliance on the private car. Individual schemes have been selected by their contribution to delivering the TVCA Strategic Economic Plan.</td>
<td>a) An Increase in the number of people accessing employment by sustainable modes.</td>
<td>Delivery of a £8.3m programme secured from the Tees Valley Investment Fund</td>
<td>Apr 2016 until 2020</td>
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<td>2) Carry out an annual review of the LCWIP and further develop cycling priority corridors for delivery</td>
<td>TVCA and the local authorities will lead on a review of the strategic cycling infrastructure required to meet the aspirations of the Tees Valley Cycling &amp; Walking Strategy. Outputs from the review will include a prioritised list of future interventions to inform future negotiations and funding bids.</td>
<td>a) annual review of LCWIP b) Develop and deliver the prioritised list of infrastructure schemes for a future strategic cycle network</td>
<td>Production and delivery of a LCWIP</td>
<td>Feb 2018 until 2023</td>
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<td>3) Identify opportunities for improving provision, facilities and place for pedestrians.</td>
<td>TVCA and the local authorities will lead on a review of the pedestrian infrastructure required to meet the aspirations of the Tees Valley Cycling &amp; Walking Strategy. Outputs from the review will include a prioritised list of future interventions to inform future negotiations and funding bids.</td>
<td>a) Develop and deliver the LCWIP prioritised list of infrastructure schemes.</td>
<td>Production of a Local Cycling &amp; Walking Infrastructure Plan</td>
<td>Feb 2018 until 2023</td>
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<td>4) Increase the provision of cycle parking facilities.</td>
<td>Provide a mix of cycle storage and parking facilities in key locations. Interlinking with the travel plan process for schools and workplaces - Placing emphasis on providing match funding if possible.</td>
<td>a) An increase in the provision of cycle storage and parking facilities.</td>
<td>Ongoing</td>
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| 5) Monitor the numbers of cyclists and pedestrians. | Develop and implement a robust cycle & walking monitoring regime. This can be achieved through the use of: A network of automatic counters. Path side interviews and data collection. Travel to work surveys. Can be used to review the monitoring of current levels of walking and cycling and the impact that current and future interventions have on them and the other objectives of the Tees Valley Cycling and Walking Strategy. | a) Impact analysis of recently delivered schemes  
b) Walking & Cycling level trends | Production of Tees Valley Transport Monitoring Report | Ongoing | Local Authorities |
| 6) Promote sustainable travel choices. | A four -year programme of activity promoting the use of sustainable transport has been developed that includes:  
- Personalised Travel Planning targeting residential areas, workplaces, colleges and jobseekers;  
- Active Travel Hubs or activities within each of the five local authorities – offering advice, cycle maintenance help and training and guided rides;  
- Behaviour change campaigns and incentives to encourage cycling and walking, focused upon improving physical & mental health, saving money and improving access. | a) An Increase in the number of people accessing employment by sustainable modes. | Delivery of a £4.4m programme, secured from the Department for Transport Access Fund | Apr 2017 until Mar 2021 | DBC |
<p>| 7) Incorporate Active Travel within wider developments | Ensure that provision for cycling and walking is made as part of new developments, highway infrastructure improvements, rail station improvements, and bus stop improvements. Work in partnership with developers to ensure they use appropriate cycling and walking infrastructure within new developments, ensuring appropriate integration of the network. Ensure that the design of traffic calming measures is sympathetic to the needs of cyclists and pedestrians. | a) Increase the number of people with access to key destinations by cycle or foot. | Ongoing | Ongoing | Local Authorities |</p>
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<td>8) Increase safety for pedestrian and cyclists.</td>
<td>In addition to improving infrastructure the Tees Valley is also providing training to improve child safety and awareness when walking or cycling, particularly to school. A programme of training is being delivered through the Connect Tees Valley Access Fund Programme. The local authorities will also continue to run a Bikeability programme; ensuring children have the skills to cycle safely on the roads now and in later life. A respect campaign will be developed to educate all road users into the constraints of different modes and the safest way to share the road.</td>
<td>a) A reduction in child KSI b) A reduction in pedestrian and cyclist KSI</td>
<td>Delivery of Tees Valley Wide – school based pedestrian and cycle training through Access Fund Bikeability Pedestrian and Cycle safety campaigns</td>
<td>Apr 2017 until Mar 2021</td>
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<td>9) Develop and adopt best practice in the design, implementation and maintenance of the networks.</td>
<td>Ensure consistency and continuity of the schemes delivered. Increase adoption of the existing and potential walking and cycling networks and develop their presence within asset management.</td>
<td>a) Improve and maintain the quality of the Tees Valley cycling and walking networks.</td>
<td>Ongoing</td>
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<td>10) Increase availability of bicycles for residents and visitors to the area.</td>
<td>Provide a wide range of bicycle options to cater for different users’ needs, including: • Investigation into a cycle hire scheme for the Tees Valley; • Provision of electric bicycles through the Wheels 2 Work Scheme; and • Make affordable recycled bicycles available through the active travel hubs.</td>
<td>a) An increased number residents and visitors with access to a bicycle that meets their needs.</td>
<td>Develop a bike hire trial</td>
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| 11) Improve access for those with physical disabilities, learning difficulties and those with sensory impairment. | Incorporate provision for all potential users within wider scheme development, identifying requirements through impact assessments. To include: improved signage - identifying clear accessible routes; auditory and tactile provision; information and assistance; and independent travel training. | a) Improved access for visually and mobility impaired.  
b) Improved provision for those who need assistance or have special requirements. | Independent Travel Training  
Audio Announcements on buses/at bus stops  
Improved signage and information. | Ongoing   | Local Authorities |
| 12) Reduce the environmental impact of road freight operations | Work with the public and private sector to reduce lorry and van movements in urban areas by identifying and developing a series of ‘green’ projects such as:  
- Examination of market demand for ‘last mile’ deliveries  
- Cleaner alternatives for ‘last mile’ logistics and courier type services, e.g. cycle logistics | 1) Reduced costs  
2) Carbon reduction and reduced emissions | Develop a ‘Greener Freight’ Implementation Plan | Ongoing   | TVCA                  |
| 13) Work with tourism | Identification of opportunities to develop the leisure and tourism offer of the Tees Valley where objectives of the Tees Valley Walking and Cycling Strategy complement those of the Tees Valley culture and tourism aspirations. Examples include the Coastal Path and the Darlington-Stockton Railway 200 year celebrations. | a) An improved Tees Valley offer as a destination for walking and cycling leisure activities. | Incorporation of culture and tourism within the Local Cycling & Walking Infrastructure Plan | Ongoing   | Local Authorities     |