



TEES VALLEY LOCAL CYCLING AND WALKING INFRASTRUCTURE PROGRAMME (LCWIP) SUMMARY

EXECUTIVE SUMMARY

This programme business case sets out why and how the network of cycling and walking routes will be delivered across Tees Valley

1 December 2020

PROJECT SPONSOR DETAILS

Lead Organisation:	Tees Valley Combined Authority
Registered Address:	Cavendish House, Teesdale Business Park, Stockton-on-Tees, TS17 6QY
Type of Organisation:	Combined Authority
Date of Formation:	April 2016
Company Registration Number:	N/A
VAT Registration Number:	N/A
Are you part of a group of companies?	TVCA Group
If so, who is the parent company?	TVCA
Lead Sponsor: name	Tom Bryant
Lead Sponsor: telephone number	01325 633898
Lead Sponsor: email address	Transport@teesvalley-ca.gov.uk
Lead Sponsor: position in organisation	Head of Transport

PUBLICITY STATEMENT

It's time for change.

Government has set out an ambitious case for a step-change in cycling and walking in the coming years, driven by the potentially large scale benefits.

“Increasing cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion.

“Bold action will help to create places we want to live and work – with better connected, healthier and more sustainable communities. It will help deliver clean growth, by supporting local businesses, as well as helping ensure prosperity can spread across the country and level up our nation.” (Source [Gear Change: A bold vision for cycling and walking](#))

Tees Valley Combined Authority is committed to delivering a transport network fit for the future, so that everyone can participate in and benefit from the plans for growth.

Our cycling and walking implementation plan forms part of a range of inclusive transport options for Tees Valley. This business case sets out the case for investing in the infrastructure needed and proposes a programme to deliver the investment in phases.

The ambitious plans aim to fill gaps and improve the network of cycling and walking routes to be coherent, direct, safe, comfortable, and attractive so that cycling and walking become the norm as transport options for shorter trips. To do this will require a long-term programme of investment estimated at £150 million which will provide approximately 92 kilometres of new and improved routes over coming years.

There are many other benefits. For people, it means cheaper travel and better health. For businesses, it means increased productivity and increased footfall in shops. And for society as a whole it means lower congestion, better air quality, and vibrant, attractive places and communities.

EXECUTIVE SUMMARY	
TVCA Ref:	ITP0007
Programme Name:	Local Cycling and Walking Infrastructure
Location: (delete as appropriate)	Tees Valley Wide
Total Programme Cost and Duration:	Estimated Whole Programme: £150,000,000 Estimated Duration for Delivery: to 2040 Phase 1 Allocation £5,622,000
TVCA funding requested: £	Phase 1: £3,900,000 Transforming Cities Fund
Phase 1	Phase 1: £1,722,000 (Emergency) Active Travel Fund
Future funding sources: £ tbc	Future transport devolved allocations
	Other active transport specific allocations
	Other funding sources attracted / mandated

DESCRIPTION

Government have set out an ambitious case for a step-change in cycling and walking in the coming years. The potential benefits are huge.

The policy [Gear Change: A bold vision for cycling and walking](#) sets out the strategic rationale and provides the evidence base for the need for change, and the many benefits to be gained.

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“Bold action will help to create places we want to live and work – with better connected, healthier and more sustainable communities. It will help deliver clean growth, by supporting local businesses, as well as helping ensure prosperity can spread across the country and level up our nation.”¹

The Government’s ambition matches with the vision for transport here in Tees Valley: In order to ensure that everyone in Tees Valley is able to work, study, enjoy and fully participate in current and future opportunities, a world-class transport system is needed. Therefore, delivering a transport network that is fit for the future is a critical enabler for the success of the area.

The vision for the Tees Valley Strategic Transport Plan is **To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley.**² Cycling and walking can play a vital role in delivering this vision, providing an attractive option for shorter journeys and the first/last mile link to buses, trains and the wider transport network.

There are key reasons why investing in better transport is important. Some people in Tees Valley are restricted in the opportunities and experience they can access due to barriers to accessing transport, which subsequently restricts access to training and employment opportunities. There are some key employment sites in Tees Valley which are not accessible safely except by private car, as well as areas of localised severance where there is no public transport service.

This programme aims to improve provision for cycling and walking, and when combined with other transport investments such as Tees Flex, E Scooters and Wheels to Work, all contribute to overcoming transport and accessibility issues. In combination with services such as Connect Tees Valley and Let’s Go Tees Valley, people have been educated and encouraged to understand and take up the range of transport options that are available.

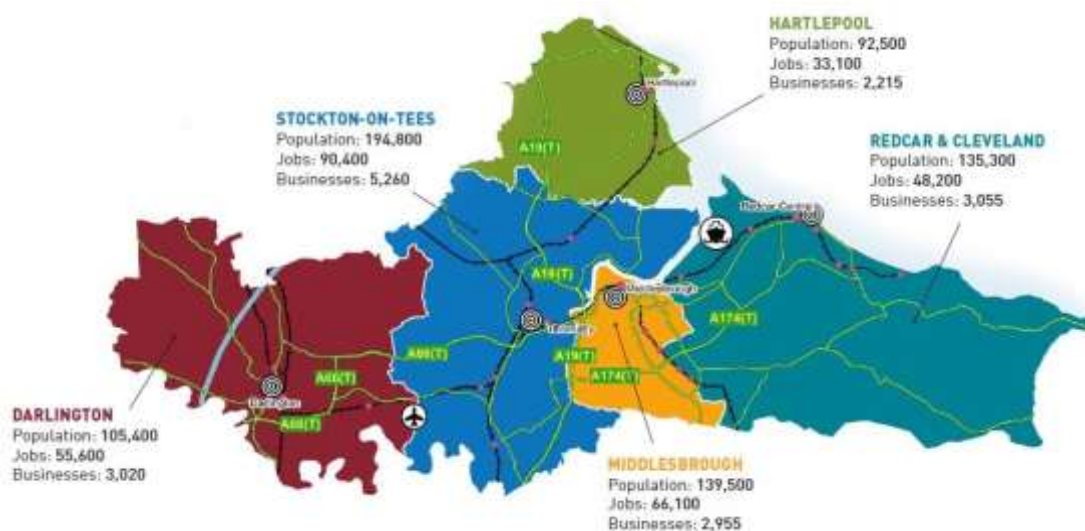
¹ Source: [Gear Change: A Bold Vision for Cycling and Walking](#)

² Source: [TVCA Strategic Transport Plan 2020-2030](#)

Local Cycling and Walking Infrastructure Plans are a strategic approach to identifying cycling and walking improvements, identified as part of the Government's [Cycling and Walking Investment Strategy in 2017](#). The plan is the beginning of a long-term approach to developing local cycling and walking networks and will ensure that the region becomes better connected and is well placed to make the case for future investment.

This business case, for the Local Cycling and Walking Infrastructure Programme, proposes the means to deliver the Tees Valley network in phases. The Programme Management Framework (PMF) sets out the governance arrangements and decision-making process for the lifetime of the programme to prioritise the delivery of routes in phases, ensuring TVCA is ready to expand the network as funding allows, investing in the routes that deliver the most benefits and value for money.

The [Tees Valley Local Cycling & Walking Infrastructure Plan](#) covers the Tees Valley Combined Authority area as shown within the map below. This area includes the local authorities of Darlington Borough Council, Hartlepool Borough Council, Middlesbrough Council, Redcar & Cleveland Borough Council and Stockton-on-Tees Borough Council.



Policies to encourage people to take up cycling and walking are not new. Central government is keen for people to be more active and is prepared to invest in enabling this. Cycling and walking, as an active form of transport, has many health, wellbeing and environmental benefits.

The topography (a fairly flat landscape) and the demographic make-up and social needs of Tees Valley present a good fit to take up and benefit from a cycling and walking strategy. Issues such as low income (makes private car ownership out of reach), transport severance (where public transport is lacking), obesity and linked health issues, can all be alleviated or mitigated through enabling increased take up of cycling and walking activities. Social distancing required by the advent of the COVID 19 pandemic, provides further need for individual forms of transport.

In order to attract government investment, and to attract user take up, the Department of Transport in its [Cycle Infrastructure Design Guide \(LTN 1/20\)](#) set out five principles for designing networks of cycling and walking routes. **These are coherent, direct, safe, comfortable, and attractive.** This programme approach makes use of these principles in the decision-making process to determine the best routes to develop to deliver maximum beneficial impact. The stages to prioritise routes is detailed below.

To summarise, the strategic objective of this programme is to address accessibility issues faced by people in Tees Valley which presents a barrier to their participation in, and contribution to, the local

economy, as well as barriers to health, wellbeing and social benefits. This will be achieved by providing infrastructure that will increase people's propensity to cycle and to walk short journeys, which encourages active exercise, and provides a viable alternative to the car.

The economic case provides a range of options considered for how to deliver this programme. As the strategic 'why' has been set by central government, the options for 'how' the programme is delivered to benefit Tees Valley can be determined locally. The range of options considered include delivering routes to react to any available allocations of funding through to being proactive to drive forward the attraction of funding, with a clear vision to deliver the step change.

The ideal option would be to build the infrastructure network, which when complete is coherent, direct, safe, comfortable, and attractive, and support the take up of cycling and walking along the routes with schemes such as Connect Tees Valley and Let's Go Tees Valley to provide marketing, training and information about active travel. However, the pragmatic solution must be a phased approach, to build the infrastructure along routes as capital funding allows, and then retain the option to influence take up with the supporting projects should funding be made available in future. Currently, we have secured £5.6m to deliver Phase 1.

To take forward the phased build of infrastructure option, requires some means of prioritising to decide what to do first. These steps are drawn from the Tees Valley Local Cycling and Walking Infrastructure Plan, which works with the central government guidance set out in the 2017 Cycling and Walking Investment Strategy and fits with guidance on how to make it happen, as found in the [Cycle Infrastructure Design Guide \(LTN 1/20\)](#).

The initial prioritisation process considered strategic fit, deliverability, benefits and value for money. Factors within each heading were scored to calculate overall rankings.

The results identified a shortlist of five corridors:

- Woodland Road, Darlington
- Linthorpe Road, Middlesbrough
- A689 Hartlepool
- Norton Road, Stockton
- Guisborough to Nunthorpe Cycleway, Redcar & Cleveland

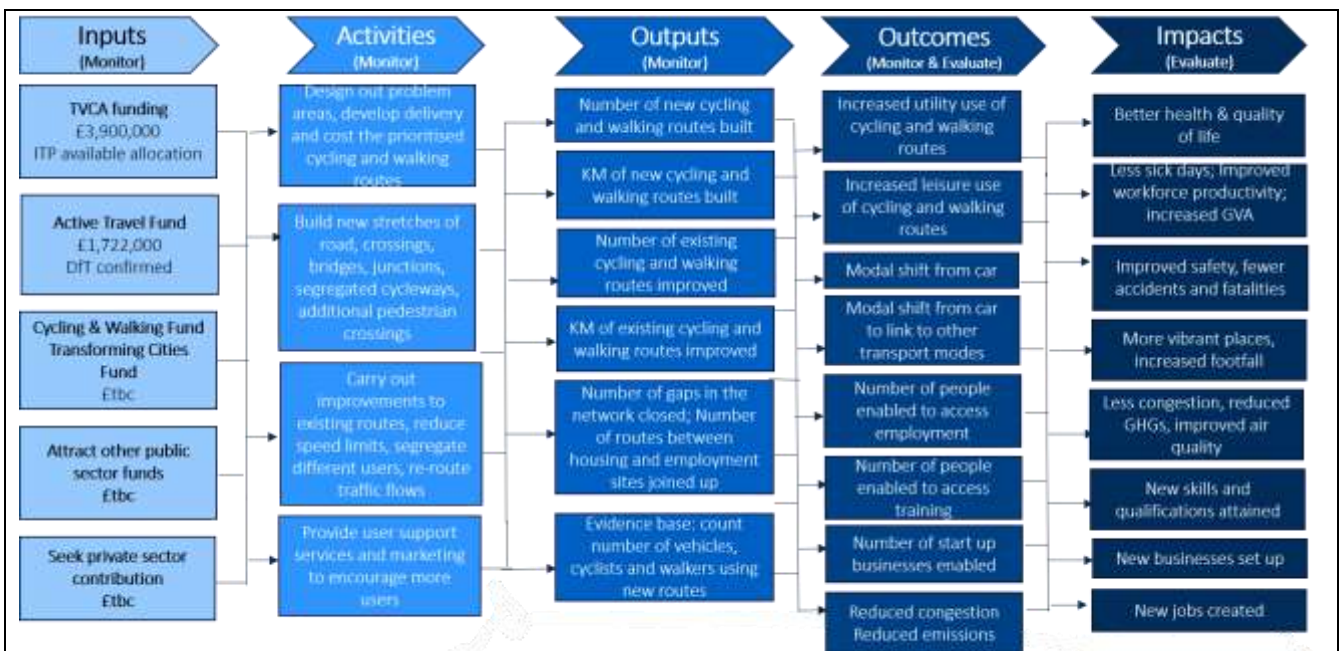
This shortlist has been further refined by deliverability in short time frame (to fit in with the timescales set by the Active Travel fund) to commit funding by March 2021.

- Woodland Road, Darlington with a Benefit Cost Ratio (BCR) of 3.24
- Linthorpe Road, Middlesbrough with a BCR of 3.72

As a result of the shortlisting processes, the latter two have progressed most with design and cost work and now provide real information on which to base programme costs and benefits.

The infrastructure network is a public good, so will likely be majority funded by grant from TVCA and other public sector bodies. The project exit strategy is that on completion of any route, the asset would be adopted by the local authority, as part of the local transport infrastructure

The inputs, activities, outputs, outcomes and impacts of the programme is shown in this simplified logic model:



Currently, funding is allocated to progress the shortlist of corridors. As has been noted above, to develop a coherent network will require substantially more funding. In order to bridge the funding gap proactive action is required to seek funding opportunities; being ready with a programme business case is the starting point on which to bid or lobby for funding, as it provides the strategic and economic case to do so.

The existence of the TV LCWIP provides a structure and a prompt to include cycling and walking routes within public realm improvements, town centre regeneration and station improvement schemes and other public sector collaborations.

This programme business case also provides the process by which to review and manage the programme, to develop the prioritised routes into a pipeline of projects ready to deliver, ready to attract funding. The cycle network will be coordinated by TVCA, and delivered by the appropriate local authority relevant to the route and a clear Programme Management Framework (PMF) will be established to ensure transparent and evidence based decision making.

It is expected that there will be no State Aid implications of these investments. TVCA is acting within its powers as the local transport authority in coordinating public infrastructure improvements, and the local authority delivering the infrastructure in its own area is acting in its capacity as a public authority to provide road infrastructure which will be made available for use free of charge by the general public. Due diligence will be undertaken on each project within the programme to assess the state aid position and ensure compliance.

This Programme Business Case provides the overview of the programme and makes the Strategic and Economic case for investment. The programme will be delivered over a number of years as funding becomes available and TVCA will seek to accelerate delivery through appropriate funding sources. The PMF sets out how prioritised routes will be identified as part of the regular review of desired routes as part of the management required to deliver the programme. The PMF also sets out the necessary governance and assurance processes required to make project investment decisions for the lifetime of the programme. Details for each route taken forward are to be set out using the Call Off Sheet, on a case by case basis.

The most significant risk to delivering the programme is the availability of funding.

There is a risk that further active transport funds may not be allocated from central government. This may be considered a low risk, as successive governments have been keen to encourage take up of active transport due to the wide range of benefits that can be achieved.

There is the risk that other investments are considered more important, taking funds away from this programme.

If it is the case that the only routes taken forward are those shortlisted above, the risk can be mitigated by the robust shortlisting criteria, because the ones taken forward are those of greatest immediate impact, so the benefits of these routes will be gained.

Further detailed development of costs and design of routes will follow, to complete the programme business case. Early indications show an efficient allocation of resources, generating benefits to outweigh costs at a rate of 3 to 1 (using WebTag analysis).