



Tees Valley Unlimited
Tees Valley Strategic
Infrastructure Plan
- **SUMMARY**

November 2014



English

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Arabic

إذا كنت ترغب الحصول على هذه المعلومات بلغات أو بأشكال أخرى على سبيل المثال بالطبعة الكبيرة أو بالشريط المسجل فالرجاء الإتصال 'بدايفرستي تيم' [Tees Valley Unlimited] على هاتف رقم 01642 524400

Bengali

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Cantonese

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Farsi

اگر شما این اطلاعات را به زبان یا شکل دیگری مثلا چاپ بزرگ یا بصورت صدا میخواهید لطفا با تیم دایورسیتی (گوناگونی) [Tees Valley Unlimited] با شما ره 01642 524400 به تماس شوید

French

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Hindi

यदि आपको यह जानकारी किसी और भाषा या किसी और फारमैट, जैसे बड़े अक्षरों में चाहिए तो कृपया "01642 524400" पर तीस वैली अनलिमिटेड को फोन करें।

Kurdish

ئەگەر حەزرت لێ بە نەم زانیاریە بە دەستت بکەویت بە زمانەکانی تر یان بە شێوەیەکی تر بۆ نمونە چاپی گەورە/یان بە تێپی تۆمارکراو تکیایە پە یۆهەندی بکە بە 'تیمی دایفیرستی' [Tees Valley Unlimited] لە سەر ژمارەکی تەلەفۆن 01642 524400

Kurdish Surani

فۆرماتیکی دیکە دەوێت، بۆ نمونە، بە پیتی نەگەر نەم زانیاریانەت بە هەر زمانیک یان بە تیس قالی نەنلیمێت (Tees Valley Unlimited) گۆره یان بە تۆماری دەنگی، تکیایە پە یۆهەندی بکە لەسەر ژمارە: 01642 524400.

Mandarin

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Polish

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Punjabi

ਜੇ ਤੁਸੀਂ ਇਹ ਜਾਣਕਾਰੀ ਕਿਸੇ ਹੋਰ ਬਰਤਰ ਜਾਂ ਬੋਲੀ ਵਿੱਚ, ਵੱਡੀ ਛਪਾਈ ਵਿੱਚ ਜਾਂ ਟੇਪ/ਸੀ ਡੀ 'ਤੇ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ [Tees Valley Unlimited] ਨੂੰ 01642 524400 ਨੰਬਰ ਉੱਤੇ ਫ਼ੋਨ ਕਰੋ।

Tamil

இந்தத் தகவலை வேறு மொழியில் அல்லது வடிவத்தில் உதாரணமாக பெரிய அச்ச அல்லது ஒலிவடிவத்தில் பெற விரும்பினால் தயவு செய்து டீஸ் வேலி லிமிடெட் 01642 524400-இல் தொடர்பு கொள்ளவும்.

Urdu

اگر آپ ان معلومات کو کسی بھی اور زبان یا انداز، مثلاً بڑے پرنٹ/آڈیو ٹیپ وغیرہ میں حاصل کرنا چاہیں، تو ڈیوڑی ٹیم [Tees Valley Unlimited] کو اس نمبر پر فون کیجئے 01642 524400

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Utilities



Flood Risk & Surface Water Management



Energy



Broadband



Tees Valley Strategic Infrastructure Plan - Executive Summary

Tees Valley Unlimited (TVU) is the Tees Valley's Local Enterprise Partnership (LEP), a business-led partnership that aims to deliver sustainable economic growth, set out local economic priorities, and work with government to identify key investment opportunities. TVU's Statement of Ambition and Strategic Economic Plan sets out a vision for Tees Valley over the next 10 years, aiming to create 25,000 net new jobs and move towards a **high value, low carbon economy, diverse and inclusive economy**.

To achieve these goals, effective strategic infrastructure is crucial. An understanding of infrastructure requirements, along with knowledge of any constraints that may be holding back growth, is therefore essential. The Tees Valley Strategic Infrastructure Plan is an evolving document which sets out Tees Valley's infrastructure strengths, barriers to growth and key strategic priorities and major projects. The document is regularly updated by the TVU Transport and Infrastructure Group.

The Strategic Infrastructure Plan considers the following infrastructure themes which impact upon Tees Valley's strategic sites, such as Enterprise Zones, new housing sites of 250 dwellings or more and employment sites with over 500 employees:

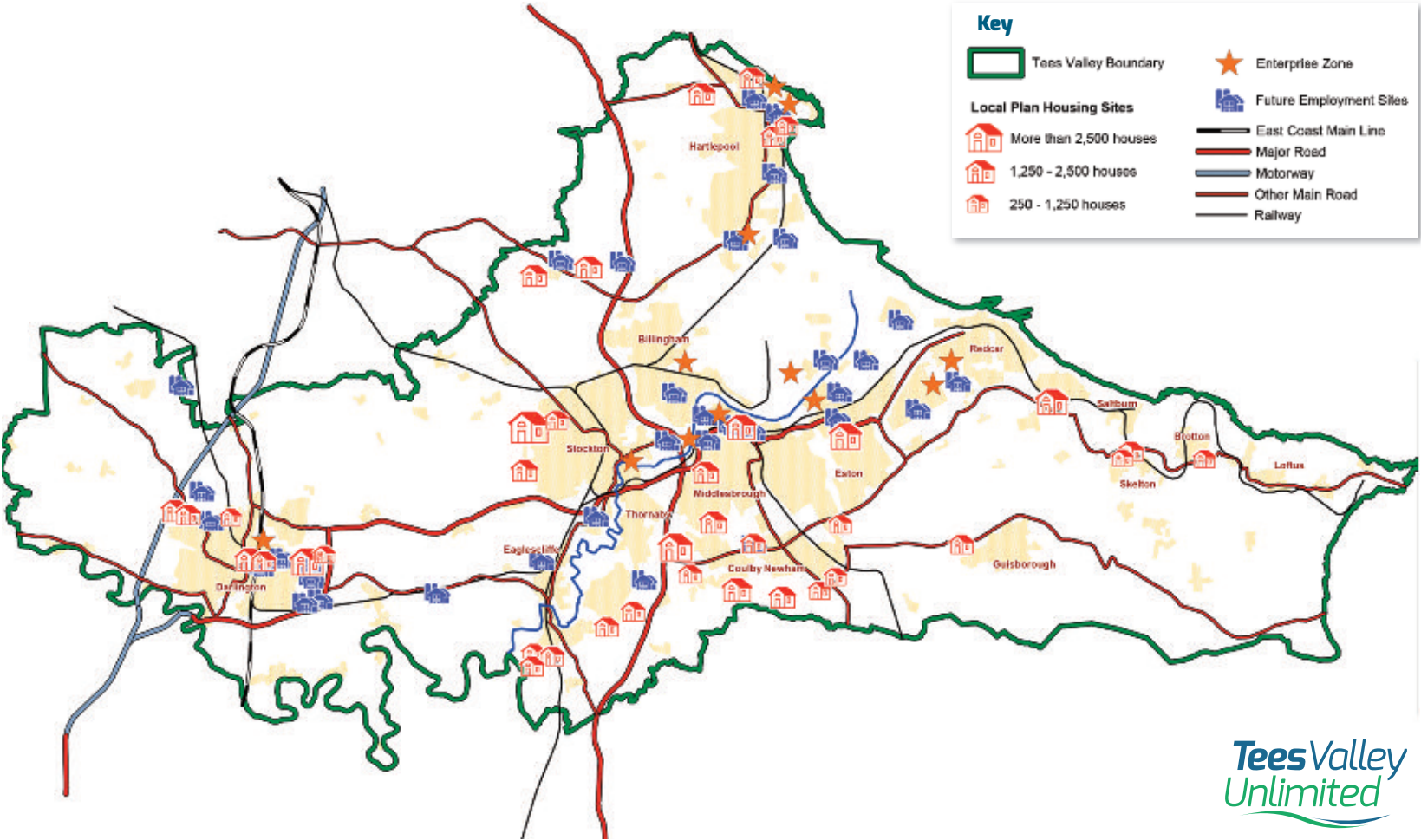
- Transport
- Utilities
- Flood risk & surface water management
- Energy
- Broadband

Major projects, those making the biggest impact upon our economy, have been prioritised using an independent assessment framework developed by ARUP.



Wilton International Chemical Complex - View from Eston Nab

Tees Valley Strategic Infrastructure Plan - Tees Valley Housing and Employment Locations



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Transport

The Tees Valley comprises a number of commercial centres, all of which are interdependent, so good interconnectivity is vital across all transport modes.

Transport

The Tees Valley comprises a number of commercial centres, all of which are interdependent, so good interconnectivity is vital across all transport modes. The Tees Valley has a number of locally and nationally significant transport assets, with major highways such as the A1(M), A19 and A66 (vital routes that support key sectors vital to UK growth) providing fast communications within the area and to the rest of the country, together with the East Coast Main Line (with its direct rail link to London and Scotland), Transpennine rail routes to Leeds and Manchester, the growing container port and distribution hub at Teesport and Durham Tees Valley Airport with its key business connections to Aberdeen and Amsterdam.

There are, however, a number of existing weaknesses: the majority of trips are by private car leading to local congestion, there are significant pinch points on the major road network, and improvements are needed in bus and rail travel, particularly to provide more capacity for freight and passenger services and enhance connections to national and international gateways.



■ **Strategic priority 1: Enhance and retain Tees Valley's links to key cities, national and international gateways**

Our key priorities are:

- Increasing investment, and providing capacity improvements, on the A19, including improvements on the A66, A689 and A174, to improve journey times and reliability to major centres in the North and across the UK. The A19 and A1M through Tees Valley support sectors vital to UK growth, such as advanced manufacturing, subsea, biologics, process and automotive, and a fast flowing road ladder between the two (via the A66 and A689) will boost Tees Valley competitiveness
- Track, signalling and platform improvements at Darlington Station to reduce conflict between main line and local services leading to fewer delays, improved reliability, and potential for more frequent passenger and freight services. Improvements will also ensure that Darlington station is 'High Speed 2' ready
- Electrification of the Northallerton – Middlesbrough – Tees Dock rail line to link in with wider Trans-Pennine electrification proposals (supporting vital Tees Valley trading routes to Leeds and Manchester) and the UK rail container network
- Full programme of rail loading gauge improvements to allow transport of largest containers by rail to and from Tees Dock
- Freight capacity improvements by road, rail, sea and air, particularly focussed upon Teesport and Durham Tees Valley Airport, and the potential growth in the container, energy from waste and bioindustries markets.

Transport

- Widening and deepening entrances to Tees Dock and Hartlepool Dock to cater for increasing ship sizes and ensure that Tees Valley can compete successfully with other ports in the UK and Europe
- Infrastructure improvements at Durham Tees Valley Airport to encourage more flights, more passengers and more freight
- **Strategic priority 2: Improve road, rail and sustainable transport access to key employment sites**

Our key priorities are:

- Capacity works to improve journey times and reliability for people and goods to and from strategic employment sites, including Enterprise Zone sites. In particular improvements are needed to road networks serving Teesside Industrial Estate, Portrack Lane, Wynyard Business Park, Middlehaven, Central Park, Eastern Urban Fringe in Darlington, East Billingham, South East Hartlepool and South Bank Wharf
- A package of measures to improve the attractiveness of bus travel, and in particular explore innovative ways of providing bus services to main employment sites
- Increase frequencies, reduce journey times, enhance station facilities, and provide improved rolling stock on the local Tees Valley Rail network
- Provide more sustainable transport opportunities including new, and improving the quality of existing footpath and cycle routes between residential areas and employment sites, including town centres.



Bus Travel



Cycling

Transport

Our key projects are:

Immediate – Today to 2015/16	
Strategic Route Management	Contributes to overall objectives of improving connectivity, reducing congestion, and improving journey times for people and goods. It will complement other capacity improvement works across the highway network, including expanding use of the Urban Traffic Management & Control System enabling pre-set traffic management strategies to be activated when incidents occur.
A689 Wynyard Improvements	Wynyard plays a key role in delivering economic and housing ambitions. It provides a unique offer for high end market housing to attract key business personnel, and provides locational advantages for economic growth sectors, particularly for advanced manufacturing, office and R&D facilities. Funding secured through LGF.
A66/Teesside Park Interchange Remedial Scheme	Maintaining good and reliable connectivity between main centres is a key objective. Teesside Park acts as a main centre and is a significant employer with potential for further development. The project will address issues of continual differential settlement. Funding secured through LGF.
Access to South Bank Wharf Enterprise Zone	A key priority is to support the provision of appropriate business accommodation and infrastructure, developing Enterprise Zones and key sites. The project will facilitate access from the main highway network and help to create a large integrated employment site.
Durham Tees Valley Airport – access to Southside development area	DTVA is one of the key economic strengths of the area and is an asset with potential to play a major part in securing new investment. The Southside development area will provide opportunities for growth in the logistics sector and help safeguard business aviation connections offered by the Airport, particularly supporting manufacturing and engineering services and growth in financial and business services. Funding secured through LGF.
Middlehaven Dock Bridge	Middlehaven is a major mixed use development site and will play a key role in attracting economic growth sectors, particularly digital and multi-media investment. The project will improve access between Middlehaven and the A66, filling a major gap in the main east/west strategic highway route through the site. Funding secured through LGF.
Ingleby Barwick Improvements	Improving the housing offer for existing residents and potential in-migrants is a key objective. Ingleby Barwick is a strategic housing site capable of offering a wide range of house types and prices. The project will help open up further housing land as well as facilitating growth at the district centre. Funding secured through LGF.
Central Growth Zone, Darlington (Strategic Maintenance Programme)	A programme of maintenance works securing five core transport routes linking Darlington town centre, the town centre fringe, Darlington Station, and Central Park Enterprise Zone – all key SoA and SEP priorities. The programme will ensure that future development will not be stifled by reduced capacity.
Central Park Infrastructure, Darlington	Central Park is a key spatial priority and regeneration site. Part of the site is an EZ focussing on growth in the digital sector. The project will provide highway and utility infrastructure and deliver short term high employment growth. Funding secured through LGF.
Sustainable Transport Package	Sustainable transport measures can help provide the transport capacity for economic growth in a cost-effective manner whilst reducing the carbon emission contribution of commute and work related travel. Investment can increase affordable access to employment and other services, particularly for those without access to a car. Funding secured through LGF.

Transport

Short term – 2016/17 to 2020/21	
Darlington Station	Access to the ECML from Darlington Bank Top Station is vital for the Tees Valley economy and provides journey time benefits of around £413M. Key objectives for the Station are to enable better local rail connectivity, with more frequent and faster trains to the Tees Valley, to future proof the Station for the introduction of higher speed trains (HS2) on the ECML and to improve the whole passenger experience including far better pedestrian access and integration with other travel modes. Improvements to will also facilitate growth in rail freight.
Deepening of entrance to Tees Dock	Teesport plays a critical role in investment decisions in the Tees Valley and North East, and it must be able to compete with ports elsewhere in the UK and Europe. The project will allow Tees Dock to offer long term capacity for imports and exports and support industrial infrastructure in Tees Valley.
Hartlepool Dock Entrance	As part of Teesport, Hartlepool Dock can offer locational advantages associated with the adjacent Enterprise Zone, particularly for the renewable energy and advanced manufacturing sectors
A19 Second access to Wynyard	Wynyard is a regionally and sub-regionally important economic growth area. It offers a high quality environment for inward investment and provides specific locational advantages particularly for advanced manufacturing and R&D. The project is part of a wider package of measures designed to relieve congestion on A689 & A19.
Portrack Relief Road (A1046)	Enhanced connectivity between main centres and the strategic road network is a key objective. Portrack is a major service and retail centre and Portrack Lane forms part of the main link between Stockton centre, the A19, N Tees industrial area, and Middlesbrough. The project will free up capacity on A19 and A66 facilitating development.
North West Growth Zone Access Corridor, Darlington	The project will remove constraints to key development sites, including land for up to 600 houses and commercial development. Specifically it will facilitate further development at Faverdale Business Park.
A66 Darlington Bypass	Improve capacity of the A66 Darlington Bypass, reducing congestion at a strategic gateway and facilitating economic development and housing growth in Darlington's eastern Growth Zone.
A19 Active Traffic Management	Increase capacity on the trunk road network to allow future development through better management of vehicle speeds and routing. Will contribute to the overall UTM System delivering incident control and congestion management.
Stainton Way Western Extension	Contributes to the delivery of housing in South Middlesbrough and will relieve congestion at the A19/A174 junction, enabling growth along the A174 corridor.
West Stockton Improvements	Will remove constraints on key development locations, including strategic housing sites. This will meet key objectives of increasing the supply and range of housing, encouraging more people to live in Tees Valley
Morton Park - A1150 Link Road	Scheme to provide congestion relief at Morton Palms and improved access to Link 66 and Yarm Rd Industrial Estates. It would allow for the wider distribution of traffic from Burdon Hill housing development and the better distribution of traffic onto the strategic network to relieve pressure on the HA network.
East Middlesbrough to Prissick Link	Connect Ladgate Lane to Longlands Road to the east of the James Cook University Hospital site to provide new capacity into the local highway network to facilitate new housing developments in the south of Middlesbrough. Connect Ladgate Lane to Longlands Road to the east of the James Cook University Hospital site to provide new capacity into the local highway network to facilitate new housing developments in the south of Middlesbrough.

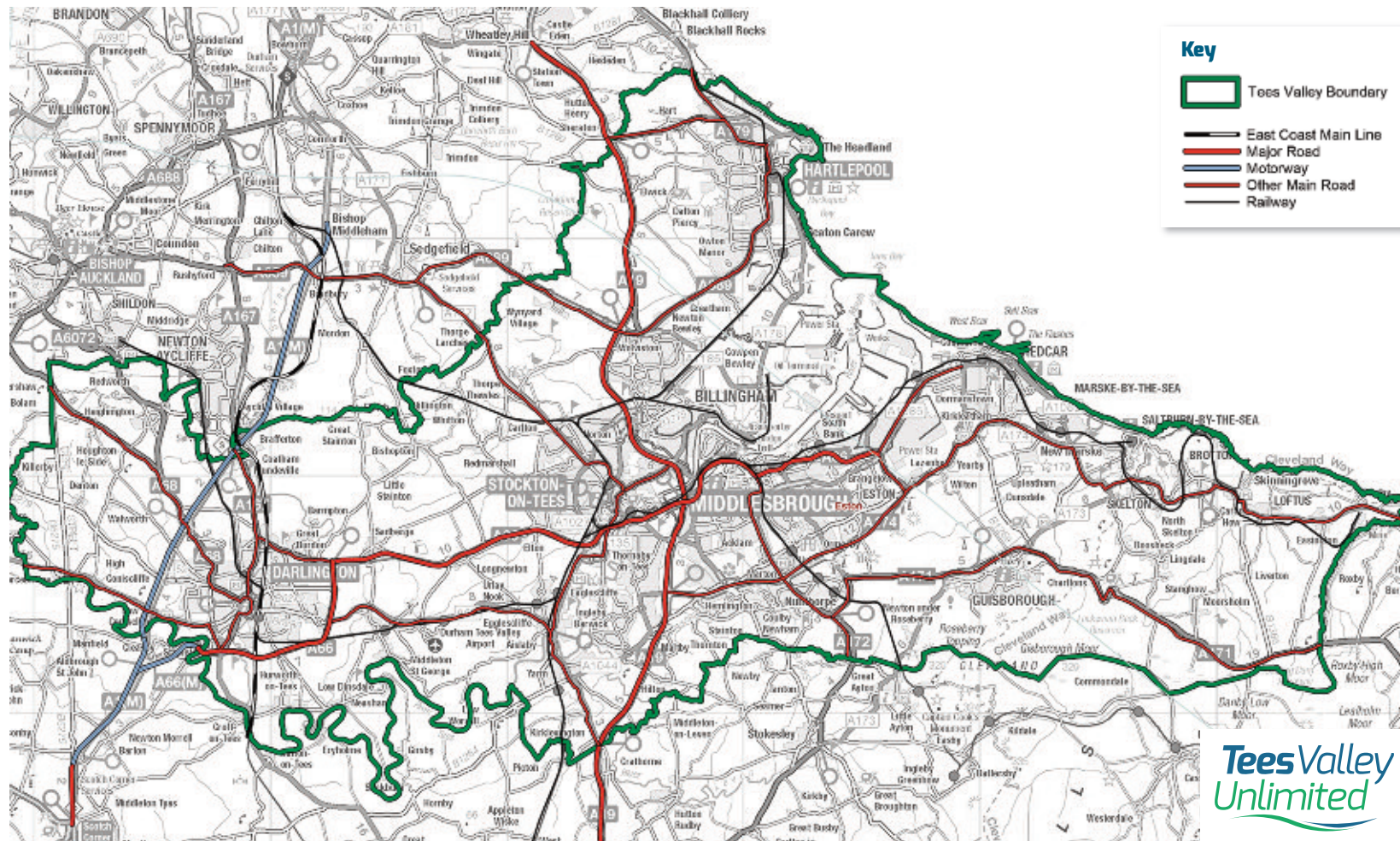
Transport

Medium term – 2021/22 to 2025/26	
East Billingham Transport Corridor	Enhanced connectivity between main centres and the strategic road network is a key objective. This scheme will improve reliability and journey times between industrial areas and the Tees Corridor and the A19 and A689, removing the need for industrial traffic to pass through residential areas of Billingham.
Long term – 2026/27 onwards	
Great Burdon – A1(M) Northern link road	The Darlington Northern Link Road concept arises from considering the cost/benefit ratio of resolving the issues at Junction 57 and along the A66 Darlington by-pass versus the construction of a new route around the North East corner of the urban area of Darlington linking from the A66 dualled section at Little Burdon to the A1(M) near junction 59. This route has the potential to resolve issues identified with Junction 57 and the A66 Darlington bypass whilst making more direct connections from the North East Region and Scotland to the Tees Valley and Teesport.
A19 Widening between Norton and Wynyard	As well as easing constraints on further economic and housing development in the Wynyard area, the project is a longer term element of a wider package of measures designed to relieve future congestion on the A19.
Greystones Eastbound Flyover	Contributes to the objective of removing constraints on key development sites. In particular could help to facilitate proposals to develop an industrial carbon capture & storage network, and development of the process sector in the South Tees and Wilton areas.



A19 to be widened to three lanes between Norton and Wynyard

Transport



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Utilities

The electricity distribution and gas distribution networks across the Tees Valley have the sufficient capacity both now and in the longer term to most development requirements,

Utilities

The electricity distribution and gas distribution networks across the Tees Valley have the sufficient capacity both now and in the longer term to meet most development requirements, without the need for significant investment in major strategic assets. Current demand from major industrial, business and residential developments is well catered for and future capacity is unlikely to present a major barrier to development provided sufficient notice is given.

Water supply is generally more than adequate to meet customer needs throughout the Tees Valley, and Kielder Reservoir guarantees that there will be sufficient water available for the foreseeable future. The majority of wastewater treatment plants serving the Tees Valley have capacity within their current discharge consent limits to accept and treat additional waste water flow from proposed developments.

- **Strategic priority 3:** Work with utility providers NGN, Northern Powergrid and NWL to give as much notice as possible of new development proposals to allow for the planning of new supplies and possible diversions.



Kielder Reservoir

Tees Valley Strategic Infrastructure Plan - **EXECUTIVE SUMMARY**

Flood Risk & Surface Water Management

There has been on-going investment to tackle the risk of flooding, with defences against tidal flood risk in a fair to good condition

Flood Risk & Surface Water Management

There has been on-going investment to tackle the risk of flooding, with defences against tidal flood risk in a fair to good condition, although their remaining life span is varied. The Tees Valley's main industrial and manufacturing area is centred on the Tees Estuary, in areas subject to tidal flood risk. Therefore, parts of the Tees Valley remain at risk from coastal, fluvial and surface water flooding. Recent events, locally as well as nationally, have exposed weaknesses in infrastructure to some natural hazards, particularly flooding and further protection and investment is required to reduce the risks, even based on the current level of development.

Whilst new development should occur in areas of low flood risk wherever possible, the SIP identifies a number of strategic projects and investment that will be required to reduce the risk of flooding at new strategic housing and employment sites, in order to underpin the perception of Tees Valley as a location for inward investment and development.

- **Strategic priority 4: Work with Northumbrian Water (NWL) and the Environment Agency (EA) to better understand the surface water sewerage network and its impacts on critical infrastructure, as well as general culvert flood problem areas across the Tees Valley.**

Our key priorities are:

- To work with NWL and key stakeholders to further understand capacity issues of the surface water sewerage network, particularly its vulnerability to storms and surface water catchments and the potential impact on critical infrastructure

- Map and assess the condition of culverts across the Tees Valley to confirm and understand potential problem area and impact on development proposals (in conjunction with NWL and the EA).

- **Strategic priority 5: Work with key partners to invest in flood risk management schemes which unlock and protect strategic sites (housing and employment) and strategic infrastructure.**

Our key priorities are:

- To support and work alongside the EA and other key partners to implement proposals in the EA's Tidal Tees Flood Risk Strategy. The Strategy provides for the management of flood risk from the tidal River Tees over the next 100 years. The area affected includes up to 500 commercial properties, residential properties, a chemical and process sector of national importance, including 20% of the UK's oil and gas supply. While a number of projects within the Strategy have largely secured funding (including Port Clarence/ Greatham South), options need to be explored for funding to implement other Tidal Strategy schemes at North Ormesby and Billingham
- Reducing fluvial flood risk at key locations including Darlington town centre fringe, Yarm and East Cleveland.

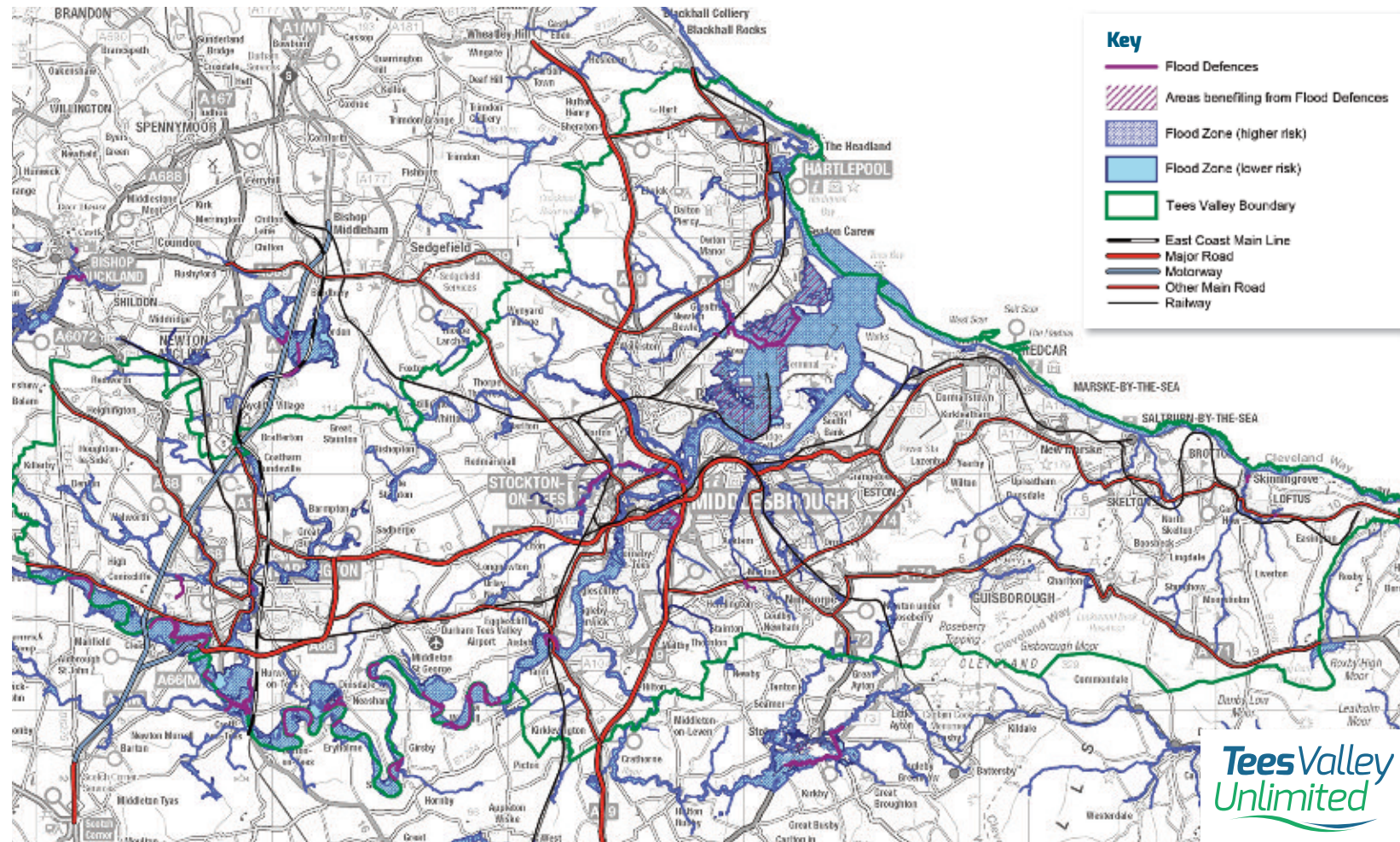


Flood Risk & Surface Water Management

Our key projects are:

Immediate – Today to 2015/16	
Hartlepool Headland Flood Defences	Reduces risk to future economic growth centres on Enterprise Zone and strategic regeneration sites. Fully funded.
Short term – 2016/17-2020/21	
Greatham South & Port Clarence (Tees Tidal Flood Risk Management)	Provides further resilience to areas of key economic growth in the North Tees area. Will provide confidence for future investment and development. Part funded.
Lustrum Beck Flood Risk Management	Reduces flood risk to businesses and residential areas north of Stockton town centre in key regeneration areas. Fully funded.
River Skerne Flood Management Scheme, Darlington and Eastern Urban Fringe River Restoration Scheme	Darlington town centre and Town Centre Fringe are key priorities for further growth and regeneration as part of Tees Valley gateway. Aligned to this, Eastern Urban Fringe is a strategic location for approximately 750 homes by 2026.
Seaton Carew Coastal Defences	Indirect longer term benefit to industrial areas in the Longhill and Sandgate areas of Hartlepool. Also beneficial to potential visitor economy of Seaton Carew. The project will mitigate the effects of rising sea levels and increased incidence of storms and high tide levels. Fully funded.
North Ormesby Flood Risk Management Scheme (Tees Tidal)	The main focus of the project is protection of residential properties and residential amenity. The project will provide mitigation measures to manage flood risk over the next 100 years.
Medium term – 2021/22 to 2025/26	
Billingham Wharf (Tees Tidal Flood Risk Management)	Billingham is part of the North Tees industrial complex. Providing resilience for areas of economic growth is a key objective and will provide confidence for investment and development

Flood Risk & Surface Water Management



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Energy

The Tees Valley is a world class centre for petrochemicals, energy, bio-resources, steel and advanced manufacturing.

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The Tees Valley is a world class centre for petrochemicals, energy, bio-resources, steel and advanced manufacturing. Infrastructure to support these sectors includes nationally important strategic energy generation assets, such as Hartlepool nuclear power station, the integrated Wilton International chemical complex, a deep water port, extensive pipeline and storage infrastructure and the Central Area Transmission System, bringing in North Sea gas.

There are a range of opportunities to deliver strategic energy projects in the Tees Valley, including industrial Carbon Capture and Storage to further integrate the process industry, reducing costs and boosting competitiveness, an advanced manufacturing supply chain initiative, district heating networks making use of industrial process heat, and an accelerated programme of energy efficiency building retrofit.

■ **Strategic priority 6: Work with government to develop the business model, cost and investment mechanism for industrial Carbon Capture and Storage.**

Our key priority is:

- The industrial Carbon Capture and Storage (CCS) project will reduce the current high levels of carbon dioxide emitted into the atmosphere by creating an infrastructure network linking major industrial sites and transporting the CO₂ for storage under the North Sea

■ **Strategic priority 7: Maximise opportunities for de-centralised heating and energy schemes, and energy efficiency programmes, across Tees Valley.**

Our key priorities are:

- To implement both the North Tees and South Tees District Heating Projects to provide low carbon heat to areas of high fuel poverty and make valuable use of waste industrial heat
- Support a programme of energy efficiency measures in residential and commercial properties to reduce the amount of energy wasted and reduce energy bills
- Secure the investment into the construction of a new Nuclear Power Station at Hartlepool.



The Wilton Centre

Energy

Our key projects are:

Immediate / short term – Today to 2020/21	
North Tees and South Tees District Heating Schemes	Energy and resource recovery/efficiency are the backbone of sustainable economic development and a move to a low carbon economy. District heating is an important element in future energy mix, will contribute to carbon reduction targets and improve economic viability
Teesside Industrial CCS Network	Carbon Capture & Storage is a key element in the move to a high value, low carbon economy. It will allow the Tees Valley to maintain its high value industrial base in the face of rising carbon costs – and serve as critical infrastructure to attract future investments
New Nuclear Power Station, Hartlepool	The existing nuclear power station is due to be decommissioned in 2024 and without a replacement there would be a considerable economic impact on the Tees Valley. The nuclear power station currently supports up to 700 high quality jobs and £19m of local supply chain spend.



Broadband

There is a good High speed broadband network serving the more densely populated areas in the Tees Valley conurbation and our main towns.

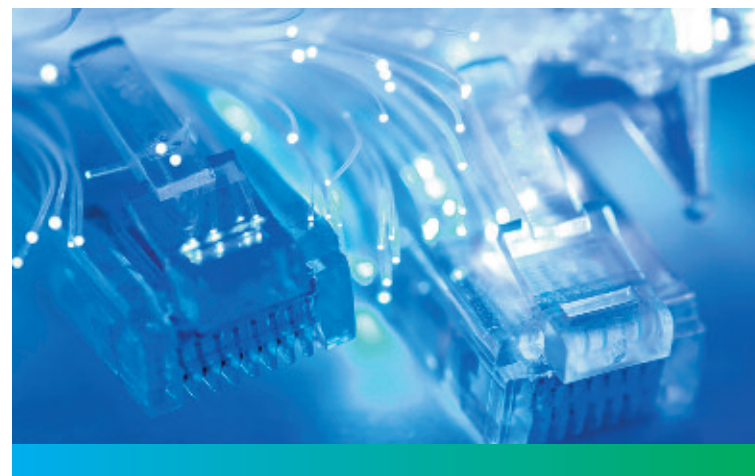
Broadband

There is a good high speed broadband network serving the more densely populated areas in the Tees Valley conurbation and our main towns. Tees Valley has faster average speeds than Leeds, Manchester and Birmingham.

Elsewhere coverage, particularly in rural areas and at some key business sites, is only slowly improving or is very poor. A range of work is being carried out to address issues of poor coverage and through the delivery of BT and Virgin commercial roll-out, BDUK funded improvements (through superfast broadband Phase 1, to be completed by the end of 2015), the majority of the Tees Valley will have good broadband coverage.

However, although BDUK Phase 2 will increase rollout further, a number of gaps will remain. Providing this digital connectivity is vital for Tees Valley businesses, particularly to allow SMEs to export and market their goods and services and for the growing digital sector. It will ensure that the Tees Valley economy retains and enhances its competitiveness, keeping pace with other locations across Europe.

- **Strategic priority 8:** Ensure the delivery of BDUK and commercial investment to secure high speed broadband in Tees Valley's Enterprise Zones, town centres, rural areas and priority sites.
- **Strategic priority 9:** Further roll-out high speed digital networks and technologies to ensure that businesses can meet their future needs and the Tees Valley can compete with other areas of the UK.



Tees Valley Unlimited

Tees Valley Unlimited

Cavendish House
Stockton-on-Tees
Tees Valley
TS17 6QY

Tel: 01642 524400
Fax: 01642 632001
Email: info@teesvalleyunlimited.gov.uk
Web: www.teesvalleyunlimited.gov.uk

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