



TEES VALLEY  
COMBINED  
AUTHORITY

TEES VALLEY MAYOR

# STRATEGIC TRANSPORT PLAN 2020-2030



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# Foreword

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**In the Tees Valley Combined Authority Investment Plan, a ten-year roadmap of how we will spend money to grow our economy, £256.7million was pledged to important transport projects across the region.**

This cash has been, and will continue to be, used for projects big and small - but all with a vital impact on our transport system. From schemes to relieve frustrating pinch points at some of our busiest roads to pledging millions to bring our airport back into public ownership and transform our major train stations, our funding touches on every aspect of travel.

As the Combined Authority looks to create jobs and drive economic growth, our residents need high- quality, fast, reliable and well-connected transport options. After all, there's little value in making training and jobs available if the people of Tees Valley cannot access them.

To truly maximise the returns on our investment, we need easy access to our attractions for visitors and an efficient freight network for each and every business. To help Tees Valley reach its potential, we have developed this blueprint for the future of travel. As we look to invest and develop our transport system, we will consider connecting centres, unlocking key sites, delivering social equity, reducing carbon emissions and protecting the environment.

Ultimately, we are doing this to improve the lives of all residents, whether they travel by road, rail, bus, cycle or walk. It shouldn't matter whether you live in the centre of town, a suburb or a village, we all need access to good-quality, regular and affordable transportation.

A well-oiled transport system keeps our businesses growing, our people moving for work, leisure and study, and encourages fresh investment to be driven into the area. This Strategic Transport Plan isn't a lick of paint or a sticking plaster. It lays the groundwork to deliver a world-class transport system that will transform how individuals and goods get around, future proofing it for decades to come.

This plan sets out our ambitious vision for the Tees Valley, detailing exactly what we are doing, why and how we will deliver the world-class transport system our companies, people and visitors deserve.



**Cllr Heather Scott OBE**  
Cabinet Lead for Transport

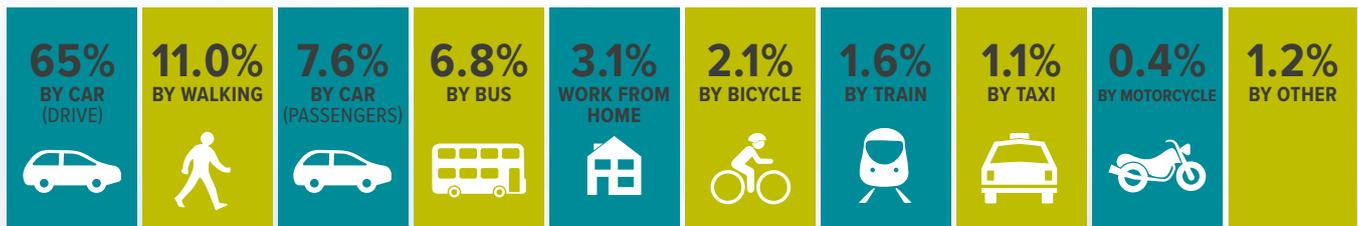
# Executive Summary

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

*“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.”*

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

TEES VALLEY MODE OF TRAVEL TO WORK (2011 CENSUS)



**31%** OF HOUSEHOLDS HAVE NO CAR

**87%** OF TEES VALLEY RESIDENTS WORK WITHIN TEES VALLEY

Only 55% of vehicle journeys on the Tees Valley section of the A19 are classed as “on time”

There were more than 28million bus journeys in 2017/18 – a 13% decrease since 2012/13

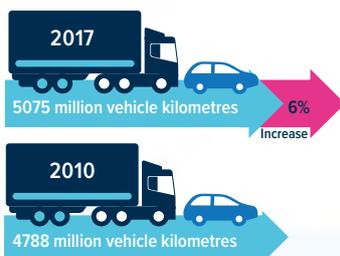
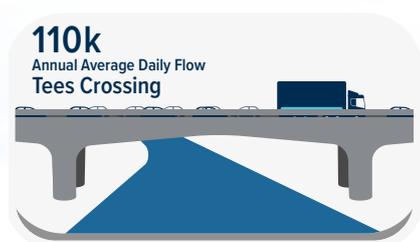


The focus of this plan is on improving the transport system for local people and businesses ensuring integration between different transport modes. We need to provide genuine alternatives to the car to improve accessibility, but also to facilitate modal shift to more sustainable modes and reduce carbon emissions. This means improving our walking and cycling networks and making sure that the public transport network works for people now and in the future.

It also needs to be recognised that there is a two-way relationship between the strategic and local transport networks. Very often improving local journeys requires action on a larger scale. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads.

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

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



There were more than 6.5m rail boardings and alightings in 2017/18  
**10%** increase in rail patronage since 2010



**Light vans delivering goods are now the fastest growing element of the road freight sector**

**94% of the population is within walking distance of a bus service and 66% is within walking distance of a regular bus service**

**Overall satisfaction with bus services amongst users is 90%, but 24% are not satisfied with bus punctuality, and this figure is increasing**

**17% of Tees Valley CO<sup>2</sup> emissions were from transport in 2017, compared to 37% nationally**



We are developing a package of transport improvements to transform Tees Valley’s transport system.

Below is a list of our current investment priorities, grouped by theme:

	Required Outcomes (“Why?”)	Actions & Interventions (“What?”)	Required Inputs (“How?”)
National Rail	<ul style="list-style-type: none"> <li>▶ Improve rail links between Tees Valley and the rest of the country</li> <li>▶ Improve rail station infrastructure – ready for major projects such as High Speed Rail and Northern Powerhouse Rail</li> <li>▶ Ensure that existing rail networks are able to cater for future growth in both freight and passenger demands across the North</li> </ul>	<ul style="list-style-type: none"> <li>▶ Delivery of Darlington Station Master Plan improvements</li> <li>▶ Delivery of Middlesbrough Station Master Plan improvements</li> <li>▶ Delivery of improved national rail services</li> <li>▶ Influence key rail franchises which serve Tees Valley</li> <li>▶ Delivery of infrastructure that will enable more freight to be transported by rail to / from Tees Valley</li> </ul>	<ul style="list-style-type: none"> <li>▶ Tees Valley Integrated Transport Programme</li> <li>▶ Transport for the North (including Northern Powerhouse Rail)</li> <li>▶ Network Rail (Control Period funding)</li> <li>▶ Department for Transport (Rail Network Enhancements Pipeline)</li> <li>▶ High Speed Rail</li> <li>▶ Private Sector Contributions</li> </ul>
Major Roads	<ul style="list-style-type: none"> <li>▶ Deliver and maintain a safe, resilient and reliable Key Route Network for Tees Valley and a Major Road Network for the Transport for the North area – facilitating future economic and housing growth across the North</li> </ul>	<ul style="list-style-type: none"> <li>▶ Additional A19 crossing of the River Tees</li> <li>▶ Improved east-west road connectivity along the A66 corridor from the A1(M) to the international gateway at Teesport</li> </ul>	<ul style="list-style-type: none"> <li>▶ Tees Valley Integrated Transport Programme</li> <li>▶ Transport for the North</li> <li>▶ Highways England (Roads Investment Strategy)</li> <li>▶ Department for Transport (including National Productivity Investment Fund and Large Local Major Transport Schemes Fund)</li> <li>▶ Private Sector Contributions</li> </ul>
Connecting Centres	<ul style="list-style-type: none"> <li>▶ Deliver and maintain a frequent, high quality, reliable and integrated public transport network</li> <li>▶ Develop and improve transport interchanges, ticketing options and information – providing a seamless integrated experience for the travelling public</li> </ul>	<ul style="list-style-type: none"> <li>▶ Improvements to local rail services, including increased frequency and newer trains</li> <li>▶ Improvements to key corridors on the Tees Valley bus network to improve reliability and journey times</li> <li>▶ Improve the ticketing offer and information, including ConnectTeesValley.com</li> <li>▶ Local road network improvements</li> <li>▶ Improve network management and live information</li> </ul>	<ul style="list-style-type: none"> <li>▶ Tees Valley Integrated Transport Programme</li> <li>▶ Transport for the North</li> <li>▶ Public Transport Operators (Rail and Bus)</li> <li>▶ Private Sector Contributions</li> </ul>

	Required Outcomes (“Why?”)	Actions & Interventions (“What?”)	Required Inputs (“How?”)
Unlocking Key Sites	<ul style="list-style-type: none"> <li>▶ Address specific constraints on the strategic and local transport networks – providing a transport system that facilitates future economic and housing growth across Tees Valley</li> <li>▶ Develop and maintain a transport system that facilitates efficient freight movements by road, rail, sea and air – enabling the economy to grow effectively and sustainably</li> </ul>	<ul style="list-style-type: none"> <li>▶ Delivery of the Teesside International Airport Master Plan</li> <li>▶ Delivery of the South Tees Development Corporation Master Plan</li> <li>▶ Delivery of additional and more frequent rail services</li> <li>▶ Delivery of transport infrastructure required to unlock growth – linked to large-scale planning applications</li> <li>▶ Road and rail networks with appropriate capacity and capability for freight movement</li> </ul>	<ul style="list-style-type: none"> <li>▶ Tees Valley Integrated Transport Programme</li> <li>▶ Department for Transport (including National Productivity Investment Fund, Large Local Major Transport Schemes Fund and Local Transport Plan Integrated Transport Block Allocations)</li> <li>▶ Ministry of Housing, Communities &amp; Local Government (Housing Infrastructure Fund)</li> <li>▶ Highways England</li> <li>▶ Private Sector Contributions</li> <li>▶ Local Authority Local Plans</li> </ul>
Local Journeys	<ul style="list-style-type: none"> <li>▶ 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</li> </ul>	<ul style="list-style-type: none"> <li>▶ Improvements to the Tees Valley cycling and walking networks targeted at corridors identified within the Local Cycling and Walking Infrastructure Plan</li> <li>▶ Integration of sustainable transport improvements within larger infrastructure schemes</li> <li>▶ Develop a partnership agreement with bus operators</li> <li>▶ Expansion of existing Community Rail Partnership concept</li> <li>▶ Identify opportunities to develop Tees Valley’s leisure and tourism offer</li> <li>▶ Local road network maintenance and improvements</li> <li>▶ Increase road safety for all road users</li> </ul>	<ul style="list-style-type: none"> <li>▶ Tees Valley Integrated Transport Programme</li> <li>▶ Department for Transport (including Access Fund, Local Transport Plan Integrated Transport Block, National Productivity Investment Fund, Local Major Transport Schemes Fund and Highways Maintenance)</li> <li>▶ Public Transport Operators (Rail and Bus)</li> <li>▶ Private Sector Contributions</li> <li>▶ Community Rail Partnerships</li> </ul>
Delivering Social Equity and Protecting the Environment	<ul style="list-style-type: none"> <li>▶ Improve access for those with physical disabilities, mental health conditions, learning difficulties and those with sensory impairment</li> <li>▶ Reduce carbon emissions and deliver measures to improve local air quality</li> <li>▶ Reduce noise and vibration from transport</li> <li>▶ Protect Tees Valley’s built and natural environment</li> <li>▶ Improve equality of opportunity for remote and deprived communities and enhance health and wellbeing</li> <li>▶ Ensure that the existing transport network and planned investment is resilient to climate change, for example more extreme flooding events</li> </ul>	<ul style="list-style-type: none"> <li>▶ Ensure that access for vulnerable people is at the forefront of our thinking on all projects</li> <li>▶ Let’s Go Tees Valley behaviour change programmes, encouraging healthier, more sustainable travel choices</li> <li>▶ Development of integrated sustainable transport provision</li> <li>▶ Deliver Wheels 2 Work project to support access to work</li> <li>▶ Pilot Demand-Responsive Transport and community-based initiatives as a solution to the problem of accessibility in rural areas</li> <li>▶ Incorporate provision for all potential users within wider scheme development</li> <li>▶ Establish a coordinated approach to the provision of Low Emission Vehicle Infrastructure in Tees Valley</li> <li>▶ Seek alternatives to diesel as the main fuel source for local rail services in Tees Valley</li> </ul>	<ul style="list-style-type: none"> <li>▶ Tees Valley Integrated Transport Programme</li> <li>▶ Department for Transport (including Access Fund and Local Transport Plan Integrated Transport Block Allocations)</li> <li>▶ Office of Low Emission Vehicles</li> <li>▶ Public Transport Operators (Rail and Bus)</li> <li>▶ Private Sector Contributions</li> </ul>

# 1. Our Vision

**Tees Valley Combined Authority is the local transport authority for Tees Valley. This is 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 £2.8 billion 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.

**Our vision for transport in the Tees Valley is therefore:**

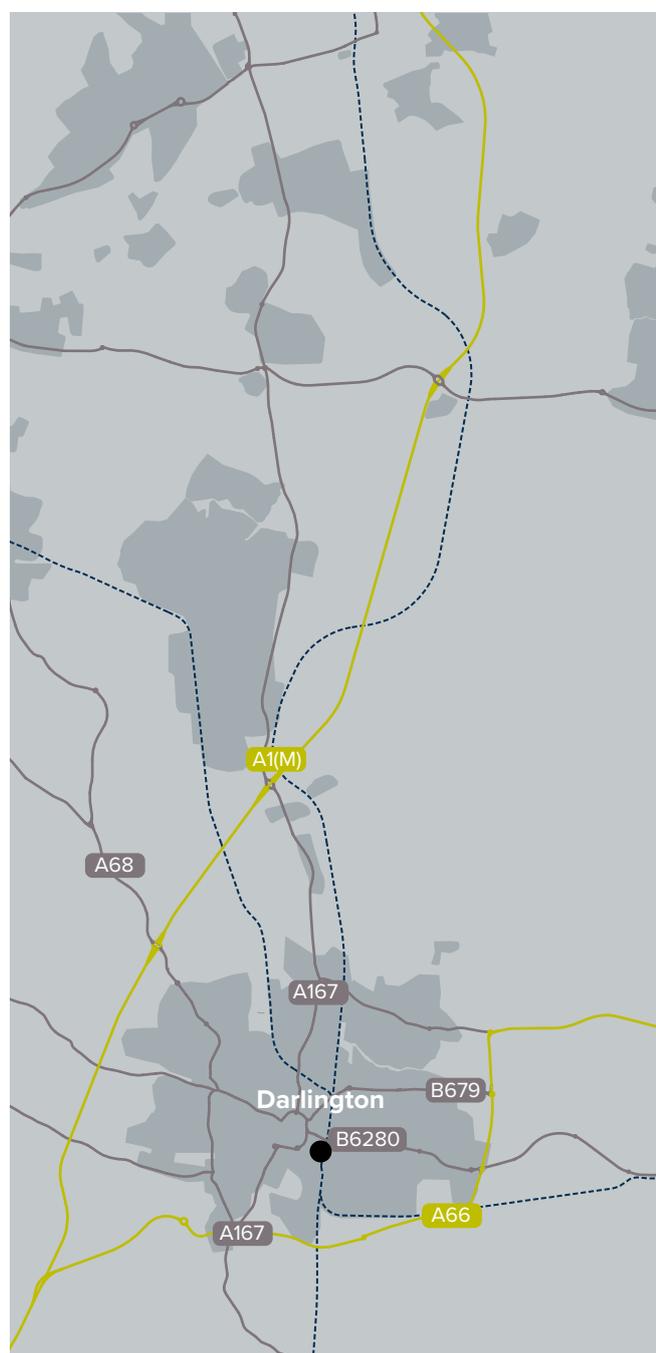
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***“To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley.”***

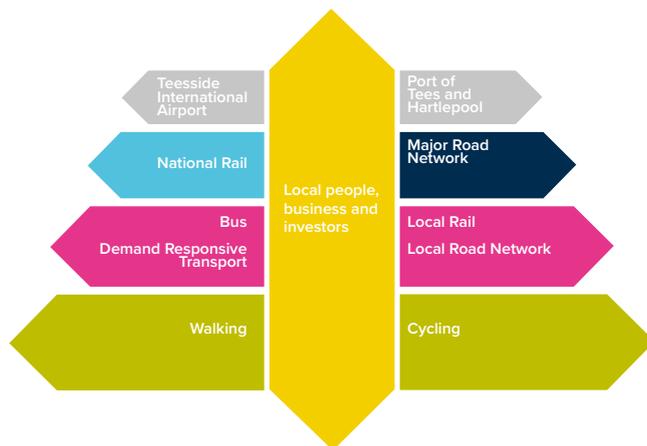
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The focus of this plan is on improving the transport system for local people and businesses ensuring integration between different modes. We need to provide general alternatives to the car to improve accessibility, but also to facilitate modal shift to more sustainable modes. This means improving our walking and cycling networks and making sure that the public transport network works for people now and in the future.

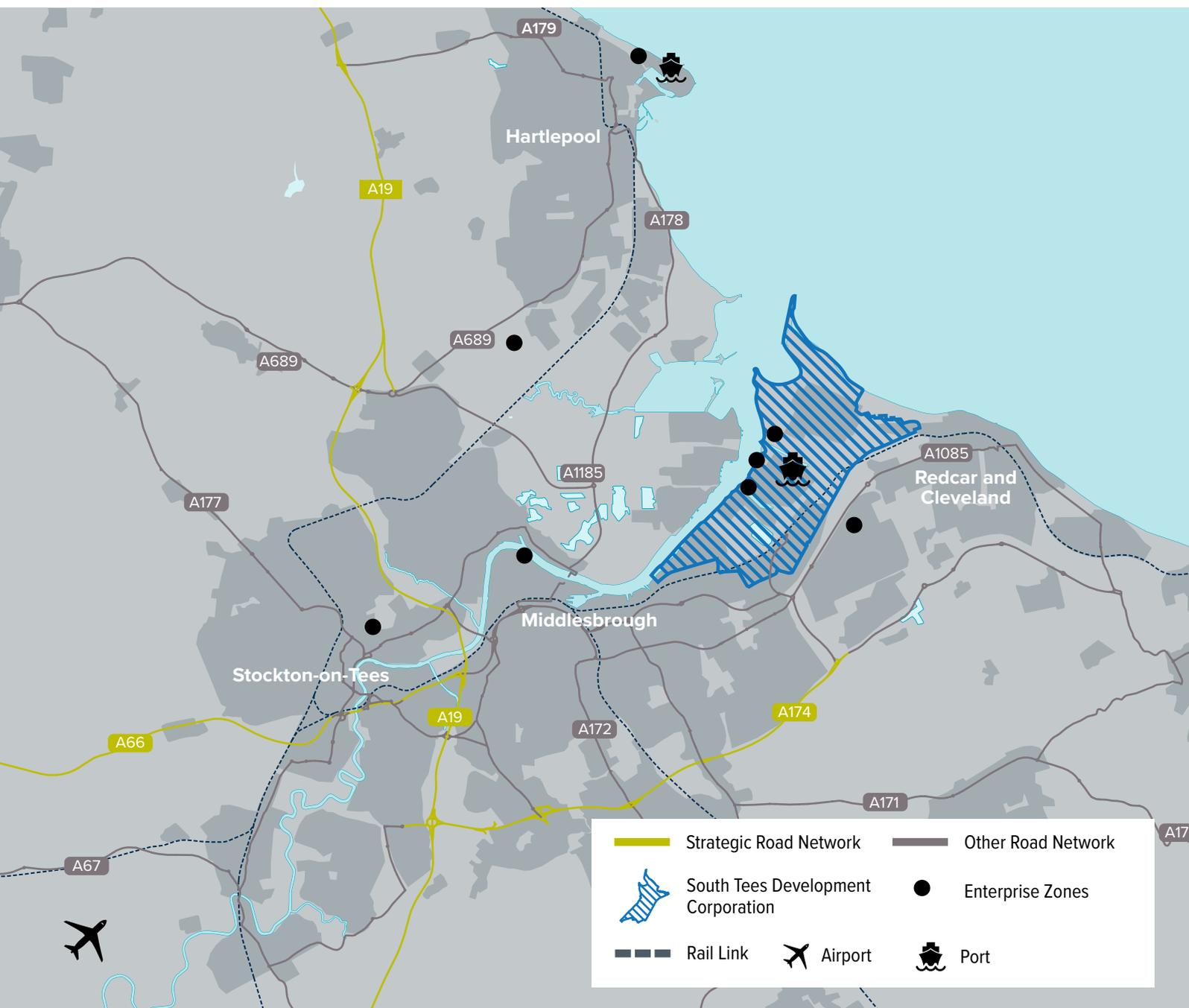
It also needs to be recognised that there is a two-way relationship between the strategic and local transport networks. Very often improving local journeys requires action on a larger scale. For example, the frequency and service patterns on our local rail network are determined by the interaction of local trains at the national rail gateways of Darlington and Middlesbrough. Congestion and incidents on the main highway network, particularly the A19 and the A66, have a major impact on the operation of more local roads, on which the core bus services operate.



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



The map below shows the polycentric nature of Tees Valley. It highlights the key development opportunities and their connection to existing transport systems and interchanges.



## What will the plan do?

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

- There will be better transport links that will help create more jobs, improve access from existing houses and allow us to build the houses we need
  - The affordability, quality and reliability of your daily commute will be improved, giving you confidence that you will get to where you need to be, when you need to be there
  - More reliable and affordable public transport, walking and cycling options will be available for you to
    - ▶ get to work
    - ▶ get to study at a nearby school, college or university
    - ▶ get to a hospital or a doctor's appointment
    - ▶ go shopping, visit friends and family, or enjoy one of our local attractions
  - National and international accessibility will be enhanced through the provision of additional air routes for both business and pleasure at Teesside International Airport, with local access for residents and visitors made easier by public transport
  - You will be able to rely on the latest technology to make travelling around as easy and as simple as possible
  - Businesses will be able to rely on quicker, more reliable transport connections and the workforce will be better connected to employment sites
  - Visitors to the area will find it easy to access, high quality transport options – be it for business, social or cultural reasons
- This means lobbying for investment in national transport networks and developing the case with commercial partners for air route connectivity, but also improving the local networks.

## Structure of the Strategic Transport Plan

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

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

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

# Strategic Transport Plan

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

**Cycle & Walking Implementation Plan** This presents a clear framework for the development and promotion of cycling and walking throughout Tees Valley, both as a practical mode choice for everyday journeys and as a key element of culture, leisure and tourism activity

**Bus Implementation Plan** This presents the current challenges and opportunities for improving the bus network and services within Tees Valley and sets out the key improvements that will be pursued

**Road Implementation Plan** This explores the importance of roads to the transport network and the importance of the Major Road Network to Tees Valley. It introduces the concept of a Key Route Network for the region and a programme for delivering improvements. The document also sets out the strategic approach to be taken in relation to asset management

**Airport Implementation Plan** A business case for the operation of the airport has been produced and further detail of the proposed improvements around access to the airport will be developed as part of the airport master plan

**Rail Implementation Plan** This explores the importance of rail services (both passenger and freight) to Tees Valley and sets out the key rail improvements that are needed to support our ambitions

**Freight Implementation Plan** This recognises the contribution that the sector makes to Tees Valley and puts forward proposals to support freight and logistics in a way that can further contribute to economic growth but also minimise the negative social impacts associated with growing freight movements

**Local Implementation Plan** Our Local Authorities play a critical role in achieving the outcomes of the Strategic Transport Plan. Following agreement of the overarching Strategic Transport Plan each of the Local Authorities will produce a Local Implementation Plan setting out how the Strategic Transport Plan will be delivered at a local level



## 2. Why Invest in Improving the Transport Network?



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

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

This Strategic Transport Plan sets out how we will achieve our vision by continuing the collaborative working that has characterised our recent successes. This includes working with partners across the wider North through Transport for the North, and by building on key national transport infrastructure commitments, such as Northern Powerhouse Rail and investment in the A1(M), A66 and the A19.

### Objectives

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

**Social Opportunity** – Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing

**Economic Growth** – Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, helping businesses to grow and flourish

**Carbon Reduction and Environment** – Reducing carbon emissions, minimising the impact of the transport network on the environment and supporting the legislative requirements to reduce air and noise pollution



These objectives reflect the existing situation and recognise some of the main opportunities and challenges we face today, and will in the future.

Underneath each objective there is a series of outcomes that we wish to see delivered through this Strategic Transport Plan. These outcomes have guided the development of the actions and interventions that will be needed between 2020 and 2030.

#### **Social Opportunity**

Improving access to employment, skills, training and education

Improving access to healthcare, leisure, culture and retail

Enhancing health and wellbeing

Improving community safety and security

#### **Economic Growth**

Supporting the development of 22,000 new homes

Supporting the creation of 25,000 new jobs

Improving productivity through enhanced freight connectivity

Providing quicker, more reliable journeys

#### **Carbon Reduction and Environment**

Reducing carbon emissions

Enhancing and protecting the natural and built environment

Improving air quality

## 2.1 Social opportunity

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

### Improving access to employment, skills, training and education

- All five Local Authority now rank among the 15% most deprived Local Authorities in England. 121, or 29%, of Tees Valley's 417 Lower Super Output Areas are in the 10% most deprived nationally, almost 3 times the national rate
- Census data shows that 31% of households do not own a car, compared to 25% nationally. Our residents should be able to get where they need to be, regardless of car ownership
- Ensuring that local people can access new jobs created here, irrespective of car ownership, is imperative. There is a real opportunity to influence the travel choices of young people as their travel behaviours are not yet embedded. Furthermore, the choices available to young people around training and skills opportunities should not be constrained by the transport system

### Improving access to healthcare, leisure, culture and retail

- There is a need to work with bus operators to ensure network coverage responds to customer demands and that people without access to a car are not unfairly disadvantaged
- There are rural areas of Tees Valley that are not well served by public transport services. It can therefore be difficult for non-car owners in these areas to access essential services and employment. Often it is not commercially viable to deliver bus services in these communities and we therefore need to be innovative in terms of how we consider future solutions, through demand-responsive services and community-based initiatives
- There is a need to consider the role of buses, cycling and walking as new residential developments are planned. Ensuring services can be accessed through these transport modes and reducing reliance on the car should be a consideration in all future housing sites

### Enhancing health and wellbeing

- 7% of Tees Valley residents view their health as "bad" or "very bad" – this is 2% higher than the national average – and life expectancy is one year less than national averages
- 21% of children and 30% of adults are obese, compared to 19% and 24% nationally. Only 50% of adults take the recommended 150 minutes of exercise per week, compared to 57% nationally, and 35% are considered

inactive (29% nationally)

- Health deprivation and disability is a measure of the risk of premature death and the impairment of quality of life through poor physical or mental health. The proportion of people who live in areas that fall within areas of health deprivation and disability is high at 48% in Tees Valley, compared to 39% for the North as a whole
- By 2034, one in four people in the region will be over the age of 65. The considerable increase seen in the number of over-65s is projected to continue by an average of 2,600 per annum, reaching 173,700 by 2034 (an increase of 43%). The number of over-85s is projected to more than double by 2034, reaching more than 30,000, with an average increase of 800 per annum. The transport system will need to adapt and prepare for the needs of an ageing population. The financial impact of an ageing population – for example due to increased use of the England National Concessionary Travel Scheme – will also need to be considered
- Encouraging people to walk and cycle can have significant health benefits. For example, the Darlington Healthy New Towns initiative aimed to bring about better health and illness prevention through the way that estates and areas are developed. This included the improvement of footpaths and cycleways and the introduction of Bikeability and affordable bike schemes. There is also the "You've Got This" project funded by Sport England and being delivered jointly by Middlesbrough Council and Redcar & Cleveland Borough Council. The project recognises the opportunities provided by getting people to be active, and uses sport and physical activity to drive improvement across health, education, employment and community cohesion

### Improving community safety and security

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



## 2.2 Economic growth

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

### Supporting the development of 22,000 new homes

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

### Supporting the creation of 25,000 new jobs

- The Strategic Economic Plan sets out priorities to improve, diversify and accelerate growth in the local economy to benefit businesses and residents between 2016 and 2026. It is the key policy document for Tees Valley and acts as the principal economic driver for transport improvements. The Local Plans establish the framework for sustainable economic growth
- Tees Valley is recognised as an economic functioning geography with several economic centres, rather than one single dominant commercial centre. This results in complex traffic flows between the various centres which, combined with the significance of intra-regional commuting, emphasises the importance of good, reliable interconnectivity for the economy
- 87% of residents work within Tees Valley, with relatively few commuters crossing the boundary (around 248,000 people live and work in Tees Valley with 38,000 residents working outside of the area and 35,000 Tees Valley workers living in other areas)
- Car travel accounts for 72.6% of all journey to work trips in the region (2011 Census) compared to 62% nationally. There is a need to ensure new employment developments incorporate public and sustainable transport options

- Unemployment is a persistent issue with youth unemployment, deprivation and barriers to work particular problems. Long-term unemployed people face multiple and complex barriers to accessing work. To reduce unemployment it is vital to ensure education, training and job opportunities are easily accessible, particularly in our growth and high-demand sectors. Increasing the mobility of residents will help to support our workforce offer.

### Improving productivity through enhanced freight connectivity

- Teesport is a major deep sea complex, a national asset for trade and the UK's Northern Gateway for global shippers. Local freight industry currently supports more than 10,000 jobs and provides more than £450million GVA per annum
- Teesport is the principal container handling facility, located at the heart of the South Tees Development Corporation site. Its container traffic has been growing by an average of more than 4% per annum. It is the only port facility in the North of England with existing daily intermodal services to transport shipping containers to and from Scotland and the South
- As container throughput increases, the ability to transfer boxes by rail will become increasingly important. Container traffic heading either north or south is currently impeded by some of the existing rail infrastructure which cannot accommodate the higher cube shipping containers carried on standard rail wagons
- To offer the most flexible and cost-effective options to shippers, the port and the rail freight operators need to offer access to the East Coast Main Line, north and south, and the local rail network connecting Teesport needs to facilitate the most efficient movement of containers
- It has been estimated that improved rail freight connections will give the North an economic boost of more than £120million. An improved rail link will help to unlock investment and jobs at the Development Corporation site and other key assets and the transfer of more freight to rail would ease capacity issues on local roads, benefit air quality and reduce our carbon footprint

## Providing quicker, more reliable journeys

- Tees Valley has historically had a higher than national average speed on A-roads, but this varies across the area and there is a trend towards lower speeds and more congestion. In Middlesbrough the average speed has reduced by 3.7mph between 2015–2018, whereas the average speed in England has only dropped by 0.6mph
- There are specific sections of the network that suffer from severe congestion, such as the existing Tees viaduct which carries the A19 trunk road
- The expansion of supply chains and markets across the North, the UK and globally, will increase the need for effective connections to the national road and rail networks. This includes connections to Tees Valley's international gateways: the Ports of Tees and Hartlepool; Teesside International Airport; as well as other international gateways across the North. Such connections will be equally important for people and goods, bearing in mind that our region is, and will remain, an exporting and trading area



## 2.3 Carbon Reduction and Environment

This section outlines the challenges around each of the outcomes we are trying to deliver under the carbon reduction and environment objective.

### Reducing carbon emissions

- Tees Valley is one of the most carbon-intense regions in the UK, with emissions per capita over twice the national average. A large part of this is down to the level of heavy industry in the area. Transport contributed 17.3% of CO<sub>2</sub> emissions in Tees Valley in 2017, compared to 36.6% nationally (Source: national statistics – UK Local Authority and regional carbon dioxide emissions national statistics 2017) There is a clear challenge to ensure we do everything feasible to reduce carbon emissions from transport
- There is a need to reduce the need to travel wherever feasible and encourage modal shift from the car to more sustainable modes. However, it must be recognised that in the foreseeable future the car will continue to account for a significant proportion of trips. Therefore advocating the use of low-emission vehicle fuels is one way the apparent tension between increased travel demand and environmental issues can be resolved. We will do all we can to facilitate new technologies and have ambitious plans to facilitate both electric and hydrogen vehicles.

### Improving air quality

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

### Enhancing and protecting the natural and built environment

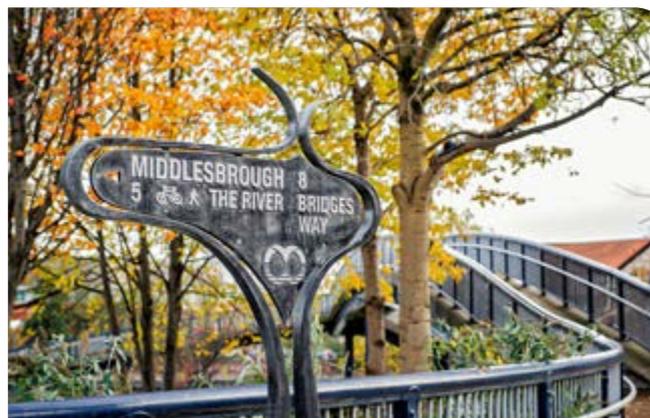
- Tees Valley contains several distinctive landscapes, including part of a national park (North York Moors) and part of a Heritage Coast (North Yorkshire and Cleveland). The Durham Heritage Coast adjoins Hartlepool and extends north towards Seaham and Sunderland, and may be extended south into Hartlepool in the longer term. Most of Tees Valley is in the Tees Lowlands Countryside Character area, as defined by Natural England
- There are a number of designated conservation sites and also areas designated at the “local” (i.e. regional, Local Authority or community) level for nature conservation purposes, the most important being local nature reserves. Key pressures and risks in respect of biodiversity and

nature conservation include air pollution and climate change, which can change distribution of species and habitats, and impacts due to infrastructure provision necessitating suitable mitigation

- Tees Valley is highly urbanised, with 90% of the population living in urban areas and 35% living in the five town centres
- There is a wide range of historic and other cultural heritage features that need to be protected and which span the full range of human settlement, from the prehistoric to the present
- For the most part, Tees Valley is located within the Northumbria River Basin Districts. A range of significant water management issues have been identified and within the River Tees catchment, urban and diffuse pollution are key challenges
- The built environment includes designated heritage assets such as registered parks and gardens and scheduled monuments, many of which are located across the plan area, as well as other buildings and public spaces. Industrial heritage assets are also an important component of the cultural and historic built environment. Several elements of the transport infrastructure in the plan area (bridges, stations etc) are designated heritage assets. Together, all these assets make an important contribution to the character of urban areas
- Green infrastructure has been a priority across the region for a number of years and the ambition, shared with Local Authorities and the Environment Agency, is to develop a network of green corridors and green spaces that:
  - ▶ **enhances the quality of place for existing and future communities and potential investors**
  - ▶ **provides an enhanced environmental context for new development, regeneration projects and housing market renewal**
  - ▶ **provides an opportunity to integrate with cycling and walking infrastructure**
  - ▶ **provides a buffer against the effects of climate change**
  - ▶ **provides beneficial services such as sustainable drainage, air quality regulation, removal of carbon from the atmosphere and enhancement of biodiversity**

## Climate change adaptation

- Climate change will see more extreme weather events and sea level rise is forecast to have an impact on the Tees valley over the next 10 years. There is a need to ensure Tees Valley and its transport network is resilient to the impacts of climate change. The Environment Agency has produced the Tees Tidal Flood Risk Management Strategy, which informs their investment planning in the Tees Estuary. The Strategy aims to provide a sustainable, cost effective plan for managing flood risk within the Tees Estuary over a 100-year period. The Combined Authority will work alongside the Environment Agency to ensure that resilience to flooding is a key consideration in new schemes
- An Integrated Sustainability Appraisal has been conducted alongside the development of this Strategic Transport Plan. This has highlighted a number of issues which have informed the development of the Strategic Transport Plan and has helped prioritise areas where the impact of transport can be reduced or negated



### 3. What is Needed to Make the Vision a Reality?



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

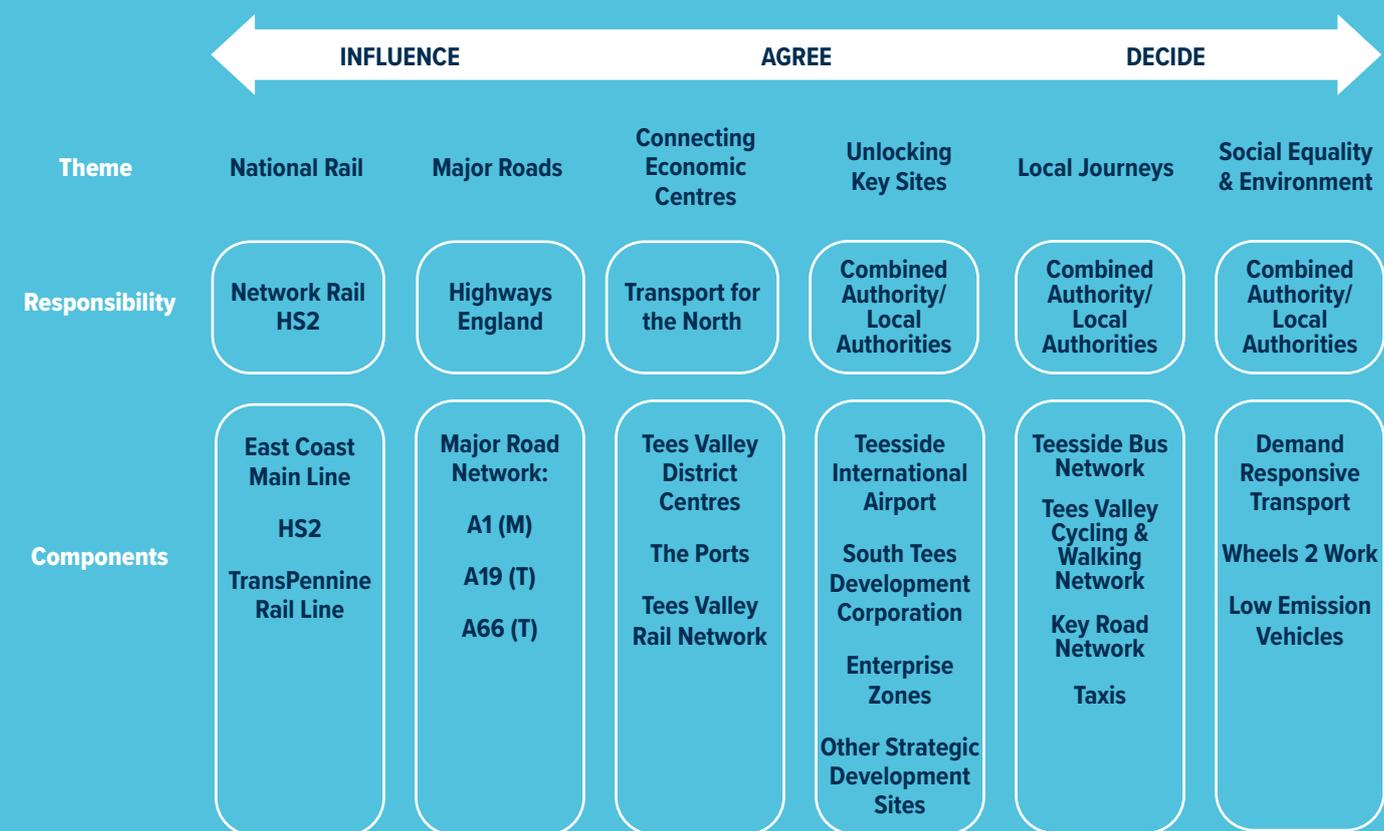
That means improving our walking and cycling networks and making sure that the public transport network works for people now and in the future. Improving the conditions for the start and end of more local journeys is also how we can attract people away from the private car.

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

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

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

# High-quality Integrated Transport Network



The first two themes, National Rail and Major Roads, recognise the role played by Network Rail, HS2 Ltd and Highways England in managing and operating the existing rail network and the strategic road network. This Strategic Transport Plan needs to make the case for nationally-led interventions on these networks through the five-year funding allocations associated with them.

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

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

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

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

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

### 3.1 National Rail

The East Coast Main Line (ECML) is the fundamental backbone for all of our strategic growth aspirations for rail, both passenger and freight. Over the next two years, East Coast services will increase in frequency through Darlington and extend to Middlesbrough with new, longer trains and there will be similar improvements with TransPennine services to both locations. CrossCountry and Grand Central services provide vital connectivity on the route, whilst freight services are also forecast to grow, so the capacity and capability to meet all these demands must be provided.

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

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

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

For assessment purposes, NPR is broken down into various corridors such as Liverpool-Manchester, Manchester-Leeds, Manchester-Sheffield, Leeds-Newcastle, Leeds-Hull and

#### HS2 Services

<p>Darlington ↔ Birmingham:</p>   <p>1:29 <i>HS2 journey time</i></p> <p>Journey time saving</p>		<p>Darlington ↔ London:</p>   <p>1:52 <i>HS2 journey time</i></p> <p>Journey time saving</p>	
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#### Northern Powerhouse Rail Journey Time

<p>Darlington ↔ Leeds:</p>   <p>0:40</p>	<p>Darlington ↔ Manchester:</p>   <p>0:70</p>	<p>Darlington ↔ Manchester Airport:</p>   <p>0:80</p>
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Sheffield-Hull. For us, the Leeds-Newcastle corridor is of most interest and a series of options to upgrade the existing ECML, as well as the parallel route north of Northallerton, were included in the business case. This upgrade will be required in order to provide sufficient capacity to cater for the uplift in the number of future passenger and freight services, from six trains per hour to nine. The specific options along the Leeds-Newcastle corridor to provide the additional capacity needed will be further refined as the business case is developed.

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

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

For this to work, there is a pressing need for major investment in additional capacity on the ECML north of York to allow for the combined demands of NPR, HS2, "classic" rail and freight to be met in full. Network Rail has outlined the investment that will be

needed to meet future growth requirements in its ECML Route Study, published in 2018. Darlington Station is a particular pinch-point on this section of the network and is causing operational constraints for long-distance services and local passenger and freight services which cross or terminate here. The lack of capacity will be compounded when further service enhancements are introduced and it will severely restrict the impact of NPR and HS2, in turn having a negative effect on our regional economy.

The ECML is fundamental to all Tees Valley rail aspirations and it is clear that urgent investment to improve capacity and resilience is now of paramount importance. The Combined Authority is an active member of the Consortium of East Coast Main Line Authorities (ECMA) which is campaigning for this investment.

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

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

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

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

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

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

The business case continues to be developed to make the case for investment to the DfT. The key elements of the project are:

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

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

**There are two distinct elements to the Middlesbrough Station project:**

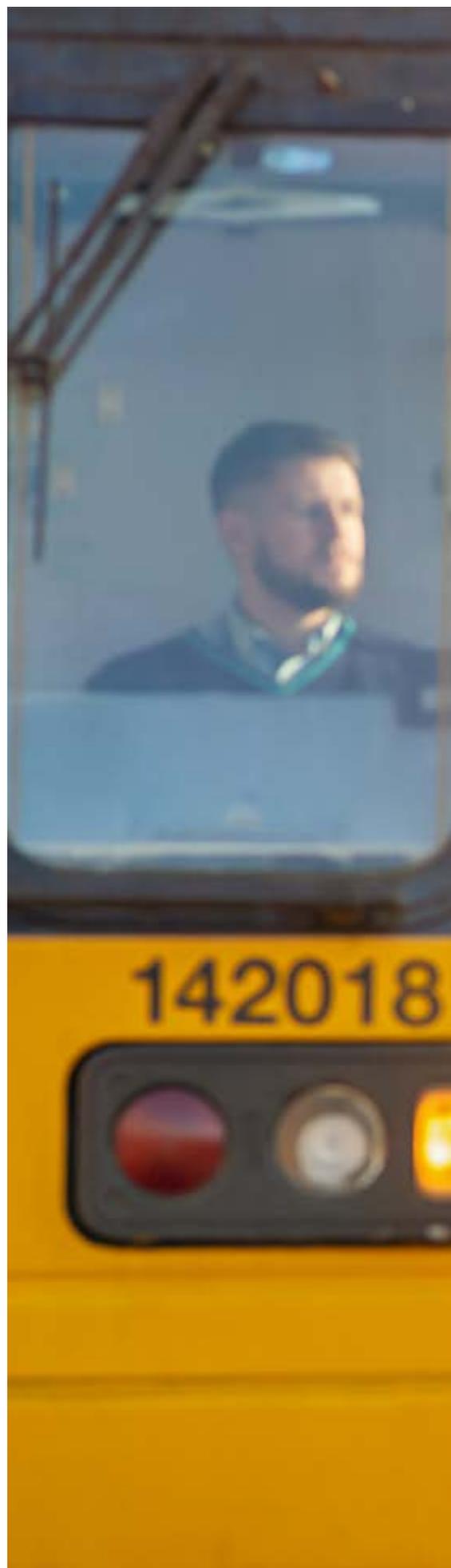
- The provision of additional platform capacity at the station. A business case is being developed to determine the optimum solution that can deliver the required capacity for all future growth in service levels, such as service improvements and enhancements included in both the Northern and TransPennine franchises, new East Coast services to London and further improved local services
- The provision of improved station facilities. This includes the remediation of the station undercroft, improved facilities for passengers in the booking hall and concourse areas improving access to and from the station, and enhanced public realm on the various approaches to the station

There is also an aspiration to influence future franchises to ensure that services on the strategically important TransPennine route extend beyond Middlesbrough to Redcar and ultimately Saltburn.

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

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

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



## Benefits of the plan for:

### Business

Enhanced freight connectivity

Quicker, more reliable journeys

Attracting investment

Attracting / retaining staff

### Passengers

Quicker, more reliable journeys

More frequent trains

Better trains

Cheaper tickets

Fewer delays

### Communities

Improved access to employment, skills, training, education, healthcare, leisure, culture and retail

Enhanced station environment

Reduced carbon emissions

### Visitors

Better connections from the rest of the UK and abroad



## 3.2 Major Roads

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

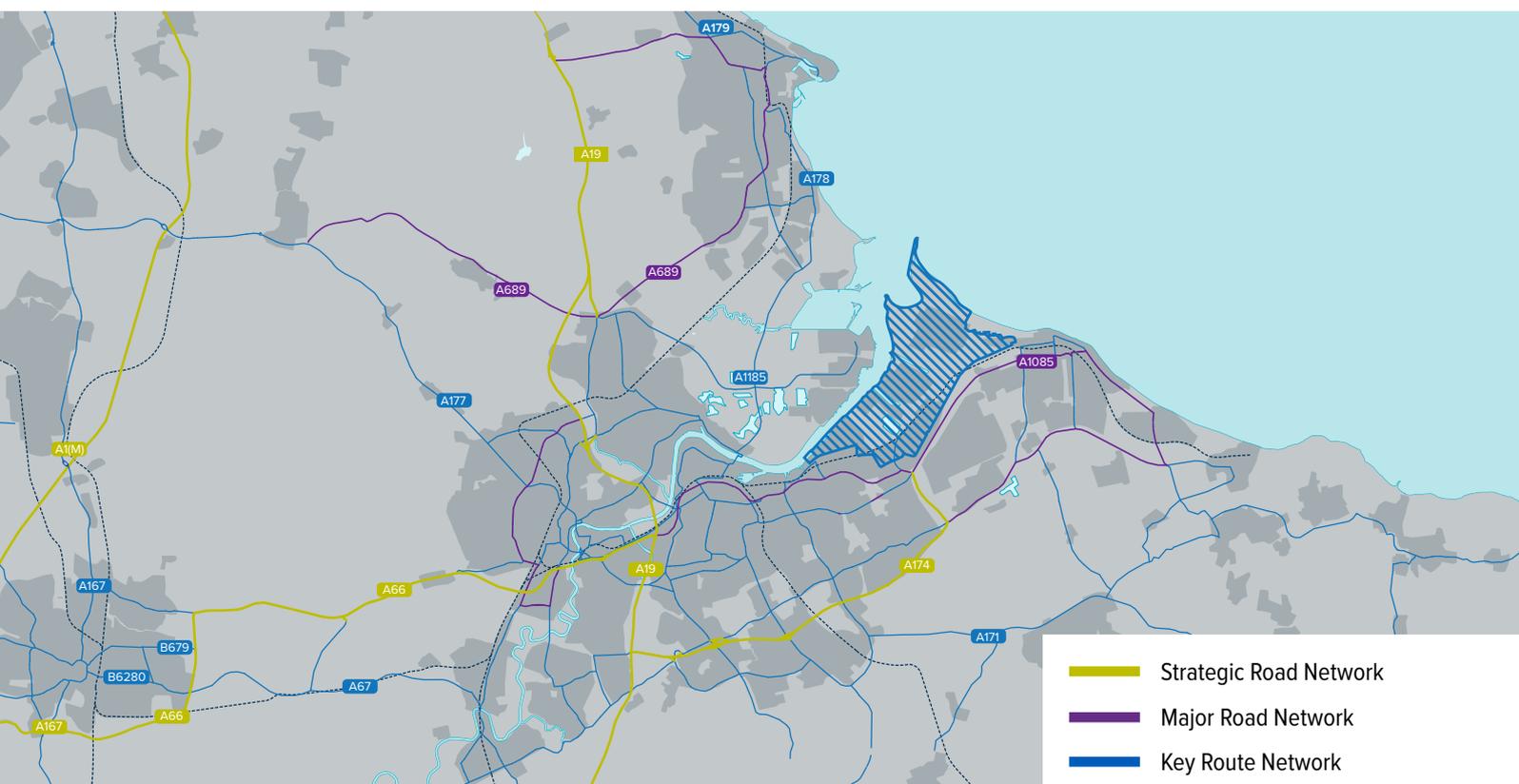
The SRN serves a strategic purpose for road-based connections beyond the Tees Valley, but it also fulfils an important role in relation to regular local shorter distance journeys within the Tees Valley. There is therefore a clear inter-relationship between the SRN and the local road network. The performance of the SRN often has consequential impacts upon the local road network, but conversely local road network issues can impact upon the SRN. There is therefore a need for close working with Highways England to ensure a joined-up approach to management of the whole network.

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

of Hartlepool, the A135 and A67 in Stockton, and the A171 and A172 in Redcar and Cleveland.

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

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



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

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

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

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

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

TfN has developed a series of pan-Northern indicators against which the performance of its MRN will be monitored. We will be working with TfN to agree the exact details of these indicators and use them to develop a corresponding series of indicators for the Tees Valley KRN. We also need to work closely with Highways England and the local authorities to consider the whole network performance in relation to people's overall journey.

In developing future interventions across the KRN, and indeed all of our local road network, the starting point is to make best use of existing infrastructure and to ensure that all technological tools are used to provide the reliable, resilient and safe network to which we aspire. We will continue to develop our Urban Traffic Management and Control system, which will make the best use of existing capacity, help inform users' live journey decisions and reduce delay.

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

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



Our five Local Authorities will also continue to invest in the maintenance, improvement and safety of the local road network.

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

There is no connection between the A1(M) north of Junction 57 and the A66 Darlington Bypass. This requires high levels of traffic, including heavy goods vehicles, to gain access via unsuitable residential areas to the north of Darlington. Sections of the A66 are also single carriageway and key junctions on the route are heavily congested. The A66 is only classified as part of the national Strategic Road Network and managed by Highways England to the west of the interchange with the A19. Beyond this point the A66 becomes the responsibility of the relevant Local Authority, so onward access to key strategic locations such as the South Tees Development Corporation,

the Ports of Tees and Hartlepool and Wilton International is essentially via a local road, despite the fact that it carries up to 85,000 vehicles per average weekday, 10% of which are HGVs. Access to Teesside International Airport, a key hub for international connectivity is, via the A67 – a single carriageway local road.

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

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



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

In the longer term we will seek to examine the feasibility and viability of an Eastern Tees Crossing associated with the South Tees Development Corporation site.

The work on these projects will be considered by TfN through their work on the Connecting the Energy Coasts and Yorkshire to Scotland Strategic Development Corridors that inform their Investment Programme for the North. Furthermore, we will continue to work with Highways England to develop a sound evidence base to inform future investment in the SRN.

Other significant schemes in the KRN programme include:

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



**Benefits of the plan for:**



### 3.3 Connecting Economic Centres

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

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

Culture and tourism are critical in shaping the quality of the Tees Valley offer and making it an attractive place to invest, work, live and visit. It is vitally important that we improve national rail connectivity and increase the number of flights into Teesside International Airport to enable visitors to access the Tees Valley. We also need to improve the public transport offer within the Tees Valley to enable residents and visitors to visit our tourism and cultural assets without relying on the car.

#### Road Improvements

As highlighted previously, the long-term programme for achieving road improvements is governed by the Key Route Network Programme approach within the Roads

Implementation Plan.

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

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

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



## Improving Bus Services

Buses are the most well used form of public transport in Tees Valley, accounting for 81% of public transport journeys. However, there has been a 13% decrease in patronage since 2012/13 and reversing this decline is a key priority for the Combined Authority.

In order to reverse the decline in patronage we need to facilitate modal shift from the car. However, it is recognised that for this to happen the bus needs to provide a viable alternative and a range of factors need to be considered including cost, convenience, journey time and quality of the experience. Our aspirations for improved bus services are underpinned by four inter-dependent aims:

- Financial sustainability - The Tees Valley bus network needs to be financially sustainable for commercial operators to continue running services
- Responding to changing demand for travel – this will involve reviewing network coverage, considering extended hours of operation, providing innovative solutions where it is challenging to provide commercial services and ensuring that public transport is considered when new housing and employment sites are being developed
- Improving the competitive position of the bus – continuing efforts to improve the quality of local bus services and the passenger experience, whilst also seeking to make bus travel financially competitive when compared to the car.
- Delivering a more integrated public transport system – journeys by bus inevitably involve using at least one other mode of travel. Work is therefore needed to ensure the integration between bus services and other modes, particularly local rail services.

A further challenge is that congestion on key corridors is impacting on journey times and punctuality. A report by Greener Journeys entitled 'The Impact of Congestion on Bus Passengers' identified a direct correlation between operating speeds and patronage, with a 10% decrease in speeds reducing patronage by at least 10%. There is therefore a need to facilitate the more efficient movement of buses through bus priority measures.

The Bus Implementation Plan sets out how we will develop bus services to achieve these aspirations. The Combined Authority will continue to explore bus network delivery options in respect of the Bus Services Act 2017. The Act strengthened arrangements for partnership working between bus operators and Local Authorities, and introduced bus franchising powers.

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

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

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

## Improve Local Rail Services

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



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

- A minimum of two trains per hour operate on all rail lines wholly within Tees Valley, which is not currently the case. This is consistent with the desirable minimum standards that have been set out by Transport for the North in its Strategic Transport Plan
- Earlier morning, later evening and improved weekend services, particularly on Sundays, are delivered along with appropriate provision on key bank holidays such as Boxing Day and New Year's Day
- Connections between all local/regional and national services are improved particularly at key interchange points and revisions to service patterns are fully investigated
- Sufficient network capacity is provided to support our growth ambitions for both passenger and freight services
- Master Plans for Hartlepool, Eaglescliffe and Redcar Central stations are developed further as well as for other locations as issues and opportunities are identified
- Further station improvements are delivered, particularly in relation to accessibility
- The potential for new stations is investigated



## Powered Light Vehicles

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

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



- Opportunities for the potential development and expansion of the network are fully investigated
- Rail fares become less complex, more transparent and keep in line with technological innovation, and the availability of multi-modal ticketing is improved
- Integration between rail and other modes of transport is improved
- The marketing of rail services is improved and is part of a wider, ongoing programme of public transport promotion across the region

## Taxis and private hire vehicles

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

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



### Benefits of the plan for:

#### Business

Reduced journey times  
More reliable journey times  
Connections to additional development sites

#### Drivers

Reduced journey times  
Fewer/shorter delays

#### Passengers

Efficient, reliable, quality bus network  
Improved affordable ticketing

#### Communities

Less through traffic on local roads  
Improved air quality  
Safer road crossings

#### Visitors

Better, clearer connections between different parts of Tees Valley

## 3.4 Unlocking Key Sites

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

There are currently a number of constraints on our existing transport networks, principally the road network, that act as barriers to this growth and also delay the development and delivery of key employment and housing sites required to meet our economic growth aspirations.

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

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

Interventions necessary to achieve this by 2030 are set out in the KRN Programme described within the Roads Implementation Plan. Through the KRN Programme, we will continue to build a detailed database of all the future housing and employment developments across the region, which will inform detailed transport modelling analysis to pinpoint future

congestion points on the transport network. This will help us to identify and prioritise transport projects which will overcome these barriers to growth and support the levels of development and economic and housing growth envisaged in the Strategic Economic Plan. This proactive approach will help us to make the most of national investment programmes.

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

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



There will also be specific transport infrastructure and sustainable transport provision requirements associated with individual large-scale planning applications, such as those for significant housing developments at North Darlington, Wynyard, West Stockton, South Middlesbrough and West Hartlepool. It is important that public transport, electric vehicle, cycling and walking provision is properly considered when housing and employment sites are being planned and developed. Local Plans for each of the Local Authority areas, that set out local planning policies and identify how land is used, will reflect these requirements and identify in more detail local requirements in relation to transport.

## South Tees Development Corporation

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

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

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

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

The Combined Authority is working alongside the Development Corporation to ensure the transport requirements of the site are delivered.



## Teesside International Airport



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

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

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

**The Master Plan for the airport is also seeking to:**

- Accelerate delivery of the business sites on the north and south side of the airport
- Establish an Enterprise Zone at the airport
- Improve the site, including better access to the road network, improved signage and better facilities for passengers
- Establish a stronger partnership with the Armed Forces
- Secure investment to enhance the use of the airport for freight, with good local facilities and stronger links into national logistics networks
- Improve public transport links
- Expand the airport’s catchment area, through investment in the Key Route Network, and improvements to our east-west road links to the A1(M)
- Provide support for initiatives to enhance skill levels and contribute to the Combined Authority’s skills and employment objectives, by developing high-quality apprenticeships and training programmes in the aviation engineering sector and associated careers.



**Benefits of the plan for:**

**Business**

Reduced journey times  
More reliable journey times

Connections to additional development sites  
Improved airport offering international access

**Drivers**

Reduced journey times  
Fewer/shorter delays

**Communities**

Improved airport offering greater travel/leisure opportunities

**Visitors**

Improved airport offering international access

### 3.5 Local Journeys

**Walking, cycling and bus trips continue to make up a significant proportion of daily journeys across Tees Valley. We therefore need to continue our work to date on improving walking, cycling and bus services that link housing to key destinations including railway stations, town centres, schools, colleges, employment sites, hospitals, shopping centres and culture and leisure sites. We also need to further develop cycling and walking as a leisure and tourism activity in its own right.**

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

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

**This means continuing our work in five key areas:**

- Improving the provision of accurate, accessible and reliable information – through journey planning, open data, support for app development and the [www.connectteesvalley.com](http://www.connectteesvalley.com) travel information portal
- Improving the multi-operator ticketing offer in the Tees Valley across different modes – including through engagement with the Integrated and Smart Travel Programme of Transport for the North which will build on existing systems to develop smart ticketing, payment and information technologies and the North East Smart Ticketing Initiative (NESTI)
- Providing regular and straightforward connections at all stages of a journey and between different modes of transport – helping to ensure access for all users and improved co-ordination between operators
- Reducing bus journey times and improving punctuality through the implementation of bus priority measures
- Delivering safe, comfortable and highly functional transport facilities – specifically interchanges, cycle hubs, bus stop shelters and electric vehicle charging points



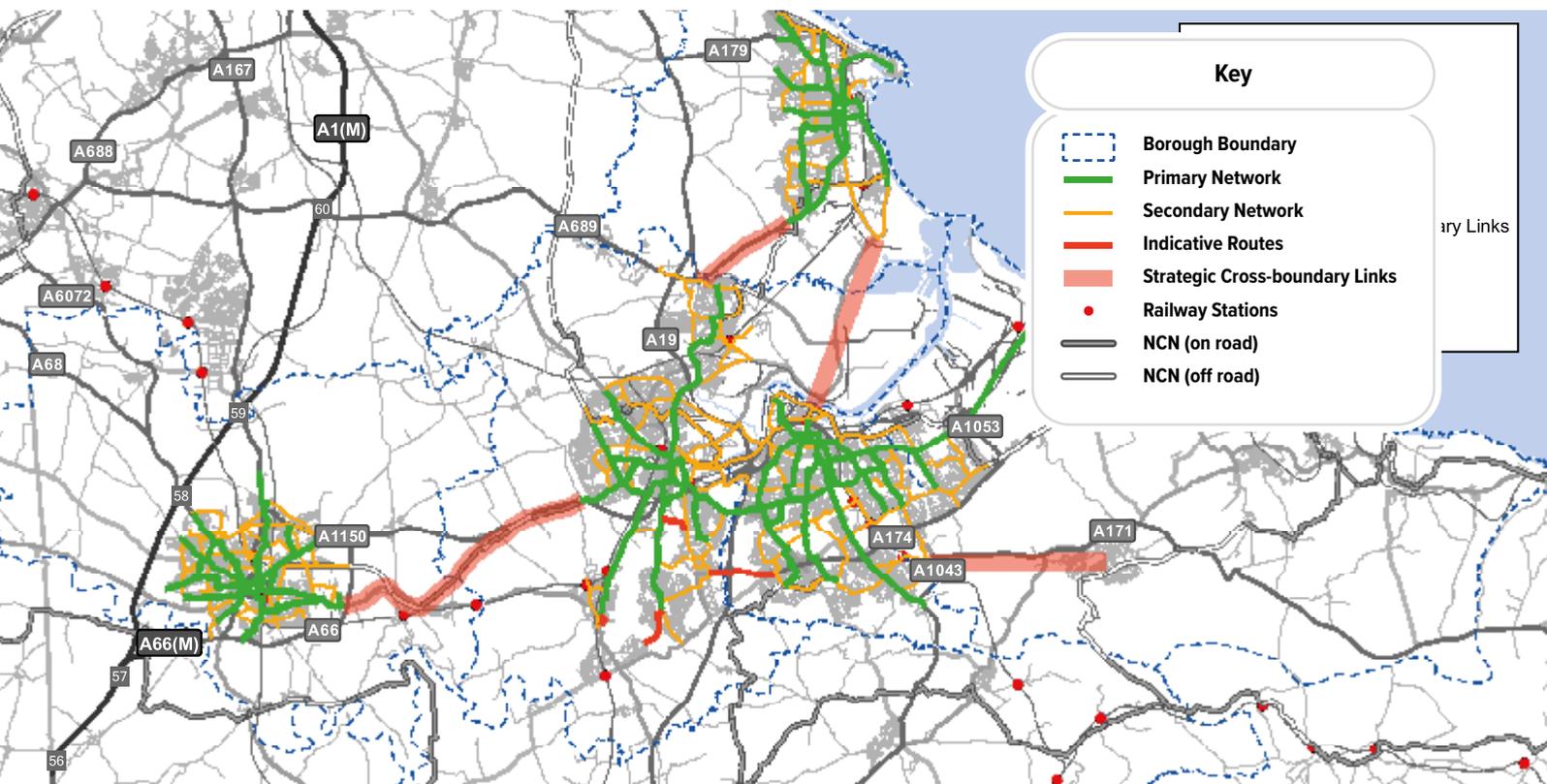
**The Cycling & Walking Implementation Plan sets how we will enhance the cycling and walking network to help residents and businesses enjoy the health, social and environmental benefits of active travel. Our specific aspirations are as follows:**

- Support economic growth by providing and enhancing access to employment, education and training by cycle and foot
- Through the Local Cycling & Walking Infrastructure Plan we will develop a pipeline of schemes to create an integrated, good-quality, accessible and well-maintained cycling and walking network that connects people and places. 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 our 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 by providing new or improving existing infrastructure, and via the delivery of training and safety awareness initiatives. Continue to give children the skills to enable them to safely walk and cycle to school and the confidence to use sustainable modes through later life
- Continue the promotion of walking and cycling alongside other 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, through innovative solutions with the private and third sectors
- Reduce the environmental impact of road freight operations by further developing cycle logistics as a low-carbon 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
- Support the further development of walking and cycling as important leisure activities with attractive, safe, well-defined routes, and supporting facilities

As part of the Local Cycling and Walking Infrastructure Plan 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.

It will take a number of years to deliver our vision for cycling and walking. Some of this network is already in place and some of it is under development and we will look to focus on the corridors that will provide the greatest uptake in walking and cycling over the coming years. We will also look to new developments and new transport schemes to incorporate the needs of pedestrians and cyclist and contribute to the delivery of the wider network.



## Behaviour Change Initiatives

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

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

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

We will continue to develop and extend these initiatives, learning lessons and developing best practice approaches, to ensure people's travel horizons are widened and more of our residents use sustainable transport to meet their needs.



### Benefits of the plan for:



## 3.6 Delivering Social Equality, Carbon Reduction and Protecting the Environment

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

### Social Equality

Deprivation or rurality should not be a barrier to opportunity. We need to develop improved, affordable access to employment, training, education, health provision, retail, culture and leisure for all communities across Tees Valley. Meeting the broad range of needs will require the continued development of infrastructure and services across all transport modes. All of the Implementation Plans reflect the need to enable accessible and affordable door-to-door journeys, particularly for those with physical disabilities, mental health conditions, learning difficulties or sensory impairment.

We will pilot a demand responsive transport service to provide better access for rural communities that are not currently served by commercial bus routes. We will continue to grow the Wheels to Work scheme, which provides an affordable means for people to access employment opportunities.

We will also ensure that access for vulnerable people is at the forefront of our thinking in everything we do to ensure that everyone is able to move around Tees Valley.

### Community Safety and Security

Safety is integral to the development of our transport network and is a key element of the design and prioritisation of new schemes. We will develop improved walking and cycling networks and safer access to public transport hubs.

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

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

### Health and Wellbeing

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

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

### Built Environment

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



## Natural Environment

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

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

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

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

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

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

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

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

## Sustainable Transport

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

## Alternative Fuels

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

The region is in a strong position to engage with emerging hydrogen fuel technologies by taking advantage of our leading production capabilities, with 50% of the UK's hydrogen produced here. The transport sector is likely to provide the largest opportunity for the area, particularly as it is also a UK leader in the automotive sector with a well-established, strong supply chain, especially in the field of low carbon vehicles.

We will seek to facilitate the implementation of hydrogen vehicles, both road and rail, in Tees Valley, which will help to unlock significant long-term transport inward investment opportunities.

Electric vehicles are another technological innovation and are becoming more common, offering significant improvements over conventional engines in terms of fuel efficiency, local air quality, noise and emissions. The world's first mass-produced family electric car, the Nissan Leaf, is being produced at Nissan's Sunderland plant, with many components produced in Stockton-on-Tees. As electric vehicles become more common, additional charging points will be required to satisfy demand and these will need to be managed appropriately and provided in accessible locations catering for those visiting destinations within the Tees Valley, those passing through and those who do not have the option of off-street parking to take advantage of government incentives to install home chargers. We will work to fundamentally expand the network of charging infrastructure across Tees Valley to facilitate an increased uptake of electric vehicles. We have already identified several locations to meet the different needs of users and deliver a programme of installations over the coming years.



**Benefits of the plan for:**

**Communities**

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

**Visitors**

- A more attractive destination
- More leisure opportunities

**Business**

- More affordable transport options
- Safer roads – cheaper insurance
- Reduced impact of business on environment

# 4. How Will the Plan be Delivered?



**This Strategic Transport Plan sets out the vision and objectives, and signposts the actions and interventions that will guide investment in the Tees Valley transport network for the period up to 2030. Delivery of the Strategic Transport Plan will be managed by Tees Valley Combined Authority alongside the five constituent Local Authorities.**

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

## 4.1 Working with Partners

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

- **Department for Transport (DfT)** – Set the national policy direction for transport and provide funding through various channels
- **Highways England** – Maintain and develop England's Strategic Road Network, including all motorways and some A-roads that have strategic importance. Funding for a programme of improvements to the Strategic Road Network is made available within five-year funding cycles, called the Road Investment Strategy (RIS), the next one (RIS2) covers the period between 2020 and 2025. We will lobby and inform Highways England in order to ensure that the necessary improvements to the Strategic Road Network in Tees Valley are recognised in the programmes of Highways England priority schemes to be presented to the DfT for each RIS period
- **Network Rail** – Own and maintain the infrastructure of the rail network in England, Scotland and Wales. To determine necessary improvements to the rail network, the DfT produces a High Level Output Statement of the desired outcomes from improvements to the rail network. Priorities for investment are then identified on a five yearly cycle through Control Periods, the next one of which covers the period between 2019 and 2024. Network Rail then develops programmes of schemes that would achieve these outcomes for agreement with the DfT. We will work with Network Rail to ensure that our priority rail schemes are brought forward for investment
- **Transport for the North (TfN)** – The first sub-national transport body in England, TfN has produced the first pan-Northern Strategic Transport Plan. Through this, and an accompanying long-term Investment Programme, the aim is to provide one agreed set of interventions across the North for each RIS and Control Period. We will work with TfN to ensure that schemes of pan-Northern significance in Tees Valley are included within

its submissions to the RIS and Control Period processes. TfN also has a role in specifying current and future rail services across the North and we will seek to ensure that local rail services respond to changing demand and can take full advantage of the infrastructure improvements required on the national rail network

- **Public transport operators** – Given that most rail services are provided by franchisees and bus services by a number of private bus operators, we will need to work with all these bodies to develop the future public transport network for the region
- **Neighbouring transport authorities** – The Combined Authority has strong links with the neighbouring transport authorities of North Yorkshire County Council and the North East councils, including the North East Joint Transport Committee. These links encompass travel for commuting, leisure and business, supporting significant economic sectors and key businesses. We recognise the

need to work closely with these neighbouring authorities, particularly in relation to cross-boundary issues and matters of regional and pan-Northern significance. We have therefore, through a process of careful consultation and discussion, worked with the appropriate neighbouring authorities to develop shared approaches to issues of joint interest in developing this Strategic Transport Plan

- **Private sector developers** – Will deliver improvements to mitigate any negative impacts of their developments and potentially produce positive impacts by ensuring that residents, employees and visitors can choose from a range of transport options, especially sustainable transport

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

## 4.2 Policy Context

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

### National

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

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

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

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

### Tees Valley

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

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

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

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

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

## 4.3 Other Plans

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Tees Valley's Local Authorities will play a critical role in achieving the outcomes of the overarching Strategic Transport Plan. Whilst strategic issues will be addressed at the Tees Valley level, each of the Local Authorities will produce a Local Implementation Plan that will set out how they will contribute to the Strategic Transport Plan at a local level. These plans will include:

- Locally specific policy and background context
  - A statement of any local aims and objectives
  - Information on the local transport network and evidence of specific local challenges and opportunities
  - A summary of committed transport investment within the borough
  - Detail on the local schemes and projects to be delivered in support of the Strategic Transport Plan and local policies
  - A high-level delivery programme reflecting the current known budgets and funding opportunities. The delivery programmes identified in the LIPs are not static, and will change over time to reflect shifting local priorities and the delivery of transport across Tees Valley
  - Performance monitoring arrangements in support of the wider evaluation of the Strategic Transport Plan
- There are a number of statutory or advisory Local Implementation Plan requirements that are still in place. In many instances these will be dealt with at a Local Authority level with co-ordination across the region where appropriate. These include:**
- **Local Plans** – Set out local planning policies and identify how land is used, determining what will be built where
  - **Network Management Duty** – A statutory requirement that is the responsibility of the Traffic Managers at the individual Local Authorities. Further detail outlined within the Road Implementation Plan
  - **Transport Asset Management Plan** – Responsibility of the individual Local Authorities. Further detail outlined within the Roads Implementation Plan, including details of common agreement across Tees Valley
  - **Air Quality Action Plan** – Not a statutory requirement within Tees Valley as there are no designated Air Quality Management Areas. However, there is a continued commitment to air quality improvements across the region and a need to address roadside nitrogen dioxide hotspots
  - **Rights of Way Improvement Plan** – A statutory requirement that is the responsibility of the individual Local Authorities. Explains how improvements made by a Local Authority to its public rights of way network will provide a better experience for a cross-section of users. Further information in the Cycling and Walking Implementation Plan
  - **Noise Action Plan** – Not a statutory requirement, however there is a continued commitment to noise reduction improvements across Tees Valley outlined within the environmental need chapter of this document
  - **Bus Information Duty** – A statutory requirement that is being co-ordinated across Tees Valley, with further detail within the Bus Implementation Plan
  - **Local Economic Assessment Duty** – A requirement of the 2008 Local Transport Act. Assessment undertaken as part of the development of the Strategic Economic Plan
  - **Sustainable Modes of Travel Strategy** – A requirement of the 2006 Education and Inspections Act, which will be covered by the Cycling and Walking Implementation Plan. This includes the role of safer routes to school
  - **National Park Management Plan** – Part of North York Moors National Park crosses into the south-eastern part of Tees Valley. The National Park Authority will be involved, where appropriate, in the delivery of the Strategic Transport Plan and further detail is contained within the Local Implementation Plans
  - **Provision for people with disabilities** – A requirement of the 2010 Equality Act. The Integrated Sustainability Appraisal includes an Equality Impact Assessment that will ensure the Strategic Transport Plan contributes to improving equality

## 4.4 Integrated Sustainability Appraisal

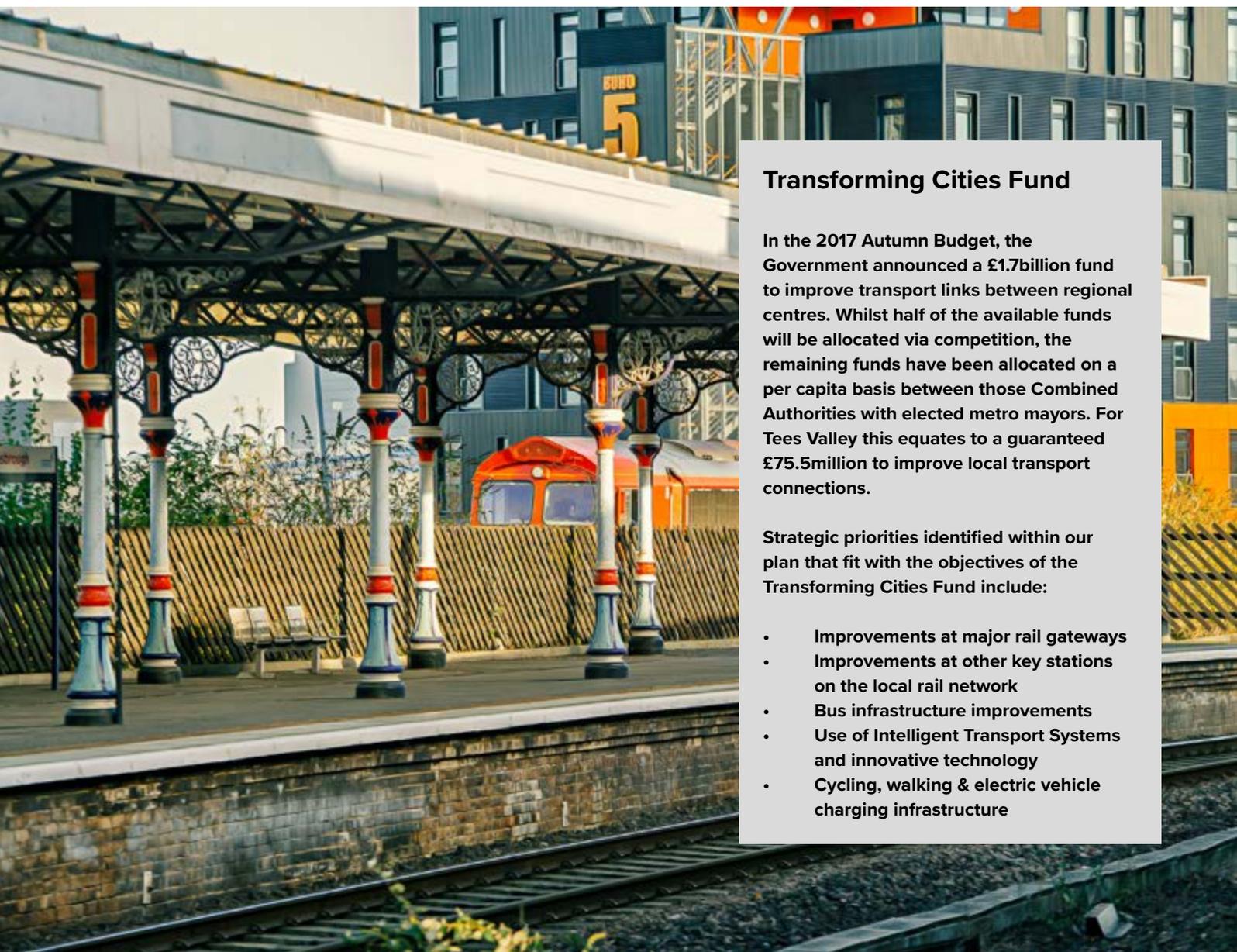
An Integrated Sustainability Appraisal has been conducted alongside the preparation of the Strategic Transport Plan to ensure the integration of sustainability considerations. It has involved an iterative assessment process as the plan has developed, to ensure potential significant effects arising from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

## 4.5 Funding Challenge

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

## Integrated Transport Programme

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



### Transforming Cities Fund

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

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

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

## Highways England Road Investment Strategy

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

## Network Rail Control Period

Control Period 6 (CP6) will cover investment by Network Rail between 2019 and 2024, with funding for operations, maintenance and renewals. The Control Period process reduces Network Rail's flexibility to respond to initiatives, but provides certainty of funding to allow work to be planned efficiently. The high-level output specification (HLOS) for CP6 has been published (July 2017) and sets out what the Secretary of State for Transport wants to be achieved by railway activities during CP6 for the Office of Rail and Road (ORR) and for the rail industry. It includes an initial statement of funds available (SoFA), which outlines the Government's initial view of how much funding it can provide to support these activities. We will seek to influence this investment to deliver our priorities.

## Integrated Transport Block

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

## Transport for the North

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

## South Tees Development Corporation

In the 2017 and 2018 Autumn Budgets, Government announced a total of £137million of funding for the South Tees Development Corporation. This funding is for the remediation of the site and to pave the way for investment by private companies. The provision of the necessary transport improvements will form one element of the regeneration of the site.

## Other Competitive Funding Sources

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

## Transport Operators

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

## Private Sector Contributions

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

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

## 4.6 Future Changes

We are aware that there are a number of factors that could potentially impact on the transport system in the future and need to be on the front foot to respond to the challenges and opportunities these could present. Some examples of the factors that could influence Tees Valley and its transport network in the future include:

- **Social** – Growing and ageing populations, changing household structures and lifestyles
- **Technological** – Electric and hydrogen powered vehicles, driverless vehicles and changing energy sources
- **Economic** – Changing job market and flexible working practices
- **Environmental** – Climate change, more stringent environmental regulations, energy and resource constraints
- **Political** – Brexit and further devolution

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



## Technology: Connected and Autonomous Vehicles

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

## Economic: Sharing Economy and Mobility as a Service

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

## Political: Further Devolution

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

In addition to this, the Combined Authority continues to be part of Transport for the North, which advises ministers on

investment priorities and on strategic transport schemes to boost growth. The Strategic Transport Plan will need to continue to support the investment plans of TfN in a way that is complementary and coherent.

## 4.7 Spatial Planning

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

## 4.8 Monitoring and Review Process

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

Annual reporting will enable us to track the progress being made towards the achievement of the vision and related objectives.

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



TEES VALLEY  
COMBINED  
AUTHORITY

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