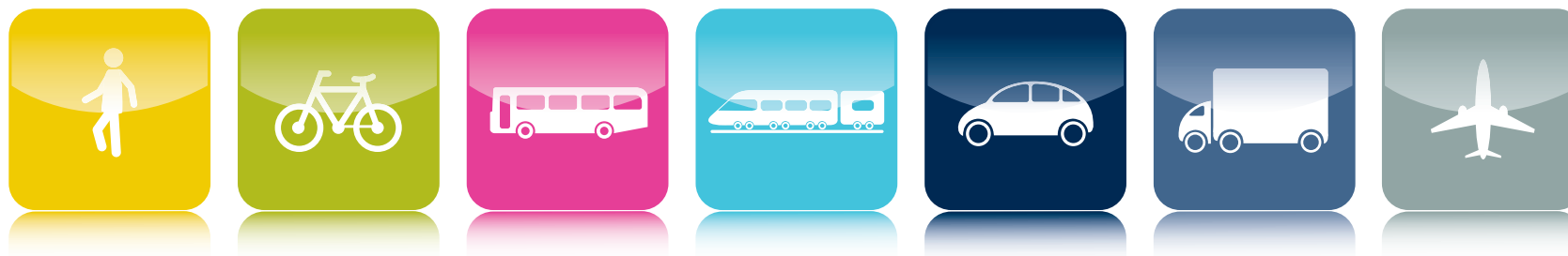


# CONNECTING THE TEES VALLEY

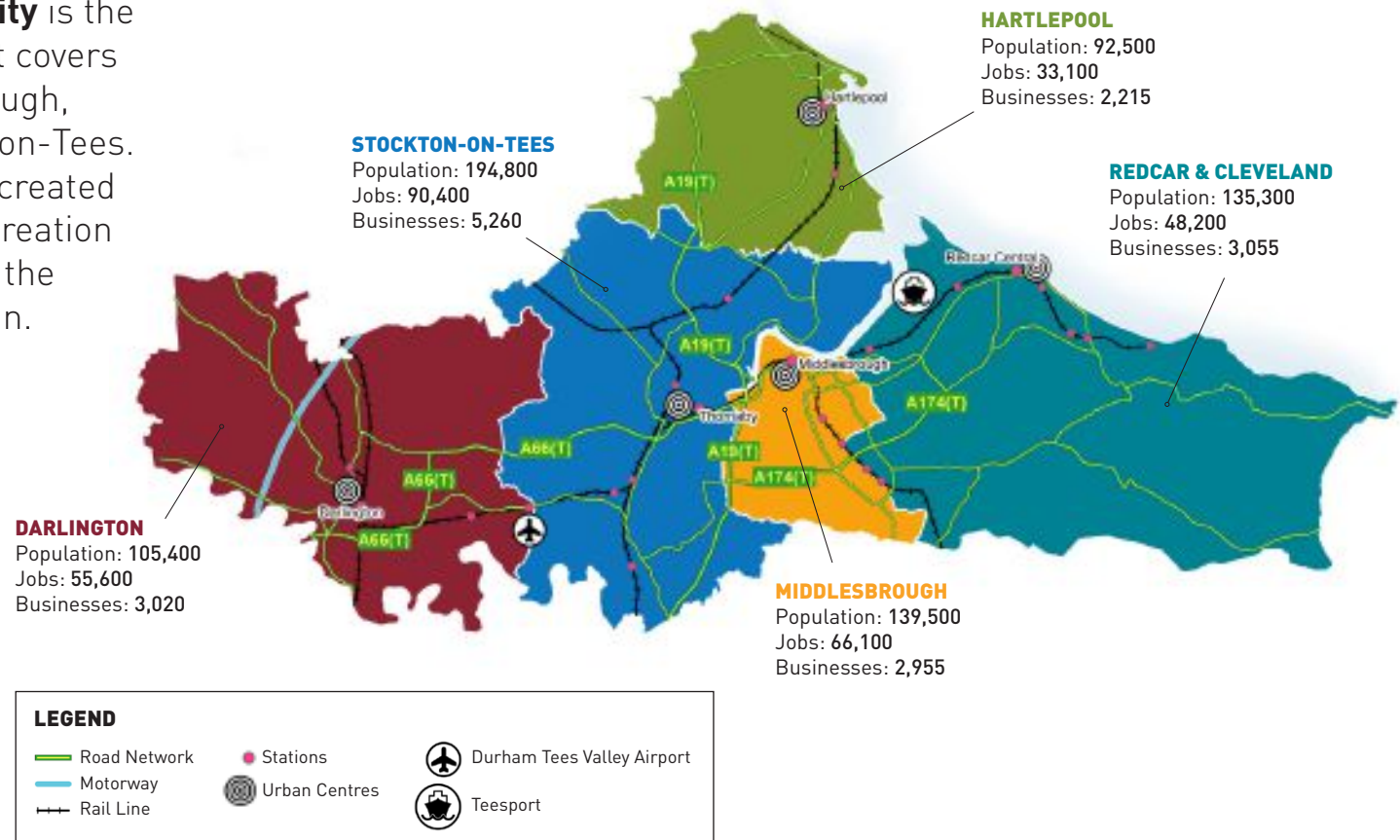
How we want to improve your local transport system





# INTRODUCTION

The **Tees Valley Combined Authority** is the new body created in April 2016 that covers Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees. The Combined Authority has been created to drive economic growth and job creation in the area. It is doing this through the Tees Valley Strategic Economic Plan.



The Tees Valley has ambitious plans to grow the local economy. This will be achieved by building on our world class expertise in areas like advanced manufacturing and by growing exciting new industries where we are establishing a reputation for excellence, such as in the creative sector. In addition to this we want thriving town centres, world class health and education establishments and leisure facilities that are second to none. Over the next 10 years we want to create 25,000 new jobs and build 22,000 new homes.

For all of this to happen and to ensure that everyone in the Tees Valley is able to work, study, enjoy and fully participate in this ambitious vision for the future we need a first class transport system.

Transport is central to helping us deliver our economic plan, so the Tees Valley Combined Authority is also developing a Strategic Transport Plan which will ensure our vision is realised. This document sets out the framework for the Strategic Transport Plan and invites you to help shape the final Strategic Transport Plan, due for publication in Summer 2017, and tells you where you can find out more.

Our local people and freight need to be able to move easily and safely. With this in mind, our transport vision for the Tees Valley is:

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

### **To do this we aim to:**

- Improve our local railways by having more, faster and better trains and stations, so that journeys by rail are quicker and more comfortable.
- Maintain and improve our roads so that they are safe and less congested.
- Provide better bus services that are punctual and reliable, with improved passenger information and facilities, which provide access to where people want to go, when they want to go.
- Provide safe walking and cycling routes to make it easier to travel on foot and by bike.
- Make it easier and safer to transport freight by road, rail, sea and air.

## What we plan to do is:



- Major improvements at Darlington and Middlesbrough railway stations;
- Upgrade railway lines so that more and faster trains can run;
- Introduce newer trains;
- Get ready for new High Speed Rail trains;



- New Tees crossing to relieve congestion on the A19 Tees flyover;
- Improve the A66 between the A1 and Teesport to make it easier to travel in and out of the Tees Valley;



- Make buses easier and more attractive to use with simple, affordable fares;
- Make sure all town centres, hospitals and other key destinations are accessible by bus;



- Provide more safe, traffic free cycle routes;



- Provide more safe walking routes;



- Improve our main roads so freight can be moved quickly and safely;
- Improve our links to the UK rail network so bigger trains can move more freight;



- Improve access to Durham Tees Valley Airport by all modes of transport.

To find out more about our plans and to get involved once you have had time to consider what we are planning to do, please go to:

[www.teesvalley-ca.gov.uk/connect2026](http://www.teesvalley-ca.gov.uk/connect2026)

If you have any comments on our priorities or on any of the framework of our forthcoming Strategic Transport Plan, please send them to us via email to:

[connect2026@teesvalley-ca.gov.uk](mailto:connect2026@teesvalley-ca.gov.uk)

Alternatively you can write to us at:

Connect2026  
Tees Valley Combined Authority  
Cavendish House  
Teesdale Business Park  
Stockton-on-Tees  
TS17 6QY

The deadline for comments in the Strategic Transport Plan priorities is **Tuesday 31st January 2017**

Thank you for your participation.



**Councillor Bill Dixon, Chair**  
Tees Valley Combined Authority  
Transport Committee



## Framework of the Plan

In order to meet the aims of the Strategic Transport Plan a framework has been developed based upon five themes, which are closely linked together and will all require improvement in order to meet the overall transport vision of the Tees Valley.



# NATIONAL RAIL



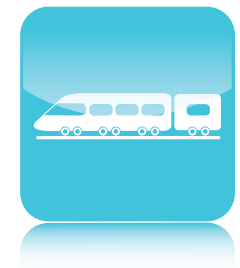
## What are we trying to do?

- We want to improve rail links between Tees Valley and the rest of the country and to key Airports and Ports.
- We want to improve the East Coast Main Line, Transpennine, Durham Coast and Tees Valley rail networks to cater for future growth in both freight and passenger numbers across the North.
- We want to ensure that our main rail stations at Darlington and Middlesbrough are ready for major projects such as the new Inter-City Express trains, High Speed Rail and Northern Powerhouse Rail. Together these projects will radically improve train travel between Tees Valley and other major cities including London, Manchester, Newcastle, Leeds, Edinburgh and Glasgow.

## Why is this necessary?

To date, investment in the UK's major stations has not been focussed on the Tees Valley, meaning station facilities at Darlington and Middlesbrough are limited for such important gateways to an area the size of the Tees Valley. For example, the layout of tracks and platforms at Darlington needs to be changed so that it can properly accommodate new High Speed and Northern Powerhouse Rail services.

The railway line between Northallerton and Middlesbrough/Teesport needs to be upgraded so that bigger freight trains can access Teesport. Doing this will free up space on the East Coast Main Line for more and faster passenger trains in the future.





## What are the priorities?



- 'Darlington Station Growth Hub', which includes new platforms and buildings at Darlington rail station to allow more long distance and local rail services to stop at Darlington offering better connections. This proposal will see around £100 million of public and private investment to develop Darlington station as an essential part of the town's heart. It would see up to 30,000 sq m of new business space and 1,500 new homes around the station. The investment will help to better integrate the station with Central Park and the town centre.



- A major upgrade of the rail line between Northallerton and Middlesbrough/ Teesport so that it can be used by bigger freight trains. This supports the ongoing development of Teesport, 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 allow more trains to stop at Darlington and will see Middlesbrough station improved so that it can also handle more passenger and freight trains, prior to future electrification of the line.



## Who will help deliver our priorities?

- **Network Rail** – Network Rail's East Coast Route Study has identified track capacity problems at Darlington in the early 2020s, and the need to invest in new east side platforms and reduce the conflict between freight and passenger trains. Work is required between 2019 and 2024 to address this issue.
- **Transport for the North – Northern Powerhouse Rail** – Transport for the North's preferred option is likely to include a major upgrade to the East Coast Main Line to accommodate increased train frequencies and speed – new platforms at Darlington will help deliver the required capacity.
- **Private Sector Financial Contributions** – A commitment to investment at Darlington Station will encourage further investment in the supporting commercial opportunities in and around an improved station.

# MAJOR ROADS



## What are we trying to do?

- We want to improve road links within the Tees Valley and to/from the rest of the country to improve travel and access to global markets.
- We want to provide and maintain a high quality major road network that is safe, less congested, reliable and meets the needs of Tees Valley residents and businesses, whilst providing the capacity for future economic and housing growth across the North.

## Why is this necessary?

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 flyover, where delays regularly occur because there are too few ways to cross the Tees. Where the A19 currently crosses the Tees, it carries 96,000 vehicles per day – in contrast, the parallel A1(M) only carries 43,000 vehicles at the same point, emphasising how important the route is to the Tees Valley in connecting it to the rest of the UK.

Access to the A1(M) from the A66 south of Darlington is restricted for travellers to/from the north. 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 up to the A19. Beyond this the A66 becomes the responsibility of the relevant local authority, so onward access to key strategic locations such as Teesport and Wilton International is essentially via a local road. Access to Durham Tees Valley Airport, a key hub for international connectivity is via the A67, a single carriageway local road.



## What are the priorities?



- **Providing an additional major road crossing of the River Tees** – this proposal 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 2021.



- Improving the east-west A66 corridor from the A1(M) to provide a consistent standard of route all the way to the international port at Teesport. This could be provided by a new all moves junction at Junction 57 of the A1(M), 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 to Teesport, including at the Cargo Fleet and Port access roundabouts.



## Who will help deliver our priorities?

- **Highways England Road Investment Strategy** – Highways England is aware of the capacity problem at the Tees flyover, and the need to invest in a solution in the area to accommodate future traffic growth between 2020 and 2025.
- **Transport for the North – Strategic Roads** – Transport for the North is developing a programme of investment across the Strategic Road Network to support its ambitions for economic growth across the north. This includes the A19 and the A66 which are critical to the growth ambitions of Tees Valley.
- **Private Sector Contributions** – Commitment to Tees Valley schemes in national funding programmes will help to secure further complementary investment from the private sector developers who want to invest in the Tees Valley.

# CONNECTING CENTRES



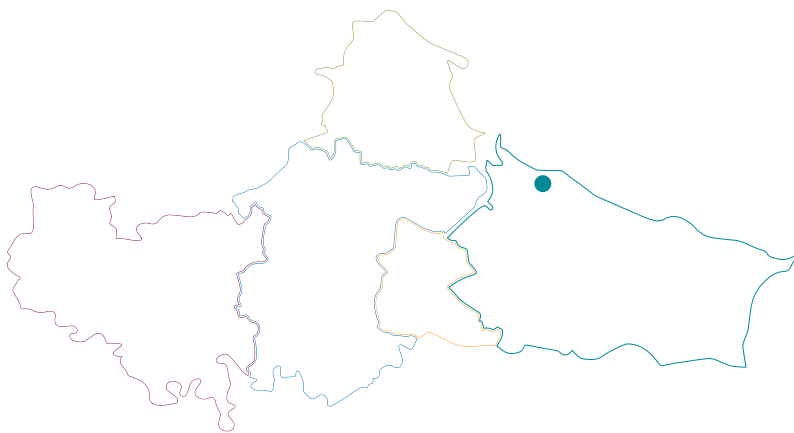
## What are we trying to do?

- We want to better connect our town centres, economic assets (such as the port, airport and our major development sites) and key health, employment, education and retail locations, by frequent and high quality public transport services and improved private transport networks.

## Why is this necessary?

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

To support our economic growth aspirations, people need to be able to travel easily around the Tees Valley to access jobs and training opportunities right across the area. This is particularly important for the significant proportion of the Tees Valley population who do not have access to a car.





## What are the priorities?



- An upgrade of the rail line between Northallerton and Middlesbrough/Teesport would also include major improvements at Middlesbrough station, to allow more efficient use by local and long distance rail services, including new direct rail services between Middlesbrough and London by 2022, as recently confirmed by the Office of Road and Rail.
- Station improvements at Darlington and Middlesbrough will allow increased frequencies, more evenly spaced stopping patterns, new trains and new stops along the local rail network to be considered as part of the next Northern Rail franchise.



- Buses are the most well used form of public transport in the Tees Valley. We anticipate that new legislation will make it possible for us to make sure the Tees Valley has an affordable, efficient and high quality bus network that is both easy and attractive to use and fully meets local needs. This includes introducing an integrated and simplified ticketing system for public transport in the Tees Valley and the continued development of network branding to make the system less complicated.
- The Tees Valley Authorities will continue to invest in the maintenance and improvement of the local road network, as we recognise that for some people, the private car will be an essential mode of travel. We will 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.



## Who will help deliver our priorities?

- **Transport for the North – Rail North**  
– We will work to ensure that the next Northern Rail and TransPennine Express franchises include further service improvements which will be made possible by the station improvement works at Darlington and Middlesbrough.
- **Transport for the North – Integrated and Smart Travel** – We will support the ongoing development of this pan-Northern initiative to provide better, modern ticketing options.
- **North East Rail Management Unit**  
– We will work with our partners to ensure that the new Northern and TransPennine rail franchises deliver ongoing rail improvements across the Tees Valley.
- **Tees Valley Funding/Public Transport Operators** – We will build on the recently completed Tees Valley Bus Network Improvement project to invest with bus operators in schemes that promote bus use and improve bus punctuality and reliability.
- **Private Sector Contributions** – Developers will make a contribution to the cost of providing high quality public transport services to new locations as they grow. Principally related to large scale development sites.

# SUPPORTING ECONOMIC GROWTH



## What are we trying to do?

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

## Why is this necessary?

The Transport for the North Independent Economic Review identified four key sectors of the economy in the north of England – Advanced Manufacturing, Energy, Health innovation, and Digital – that are seen as vital in supporting the desire for increased economic growth across the North. These are supported by three other key sectors – Financial and Professional Services, Logistics, and Further and Higher Education.

As outlined in the Tees Valley Strategic Economic Plan, The Tees Valley economy contains a growing number of companies and organisations across all these sectors, and all need effective and reliable transport connections, wherever they are located. However, there are currently a number of constraints on our existing transport networks, principally the road network, that act as a barrier to this growth for existing businesses, that are also delaying the development and delivery of key employment and housing sites that we need to meet our economic growth aspirations.





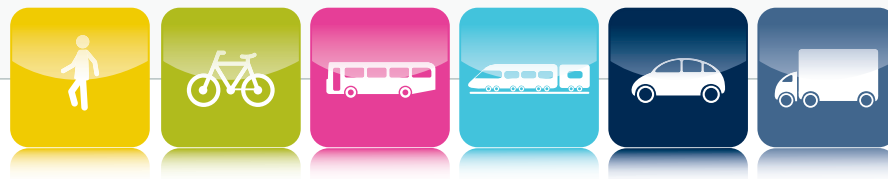
## What are the priorities?



- There are two Local Major Transport Schemes already in development – Middlehaven Dock Bridge and Portrack Relief Road, which will continue to be progressed to support the growth of our major development sites. We will continue to build a detailed database of all predicted future housing and employment developments across the Tees Valley, which will inform detailed transport impact modelling analysis to identify 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 process is known as the Tees Valley Area Action Plan



- There will also be specific transport infrastructure and sustainable transport provision requirements associated with individual large scale planning applications, such as those for large scale housing developments at Wynyard, South Stockton, South Middlesbrough and in West Hartlepool. It is important that the provision of appropriate access/services for all transport users is fully addressed when housing and employment sites are being planned and developed.



## Who will help deliver our priorities?

- **Large Local Major Transport Schemes Fund** – We will develop funding bids as appropriate to this source of funding, announced by the Chancellor in the March 2016 Budget.
- **Highways England Growth and Housing Fund/Pinch Point Schemes** – Similar to the works already completed at the A19/A689 and A19/A174 junctions.
- **Local Growth Fund/Tees Valley Funding** – The Area Action Plan approach lies at the heart of our approach to our current and future Local Growth Fund programmes, and will inform the future use of the Tees Valley Funding.
- **Private Sector Contributions** – Developers will make a contribution to the cost of providing high quality public transport services to new locations as they grow.

# LOCAL JOURNEYS



## What are we trying to do?

- 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.
- We want to develop bus, cycling and walking networks that improve links between our housing sites and residential areas, towns and villages, hospitals, shopping centres and schools/colleges, centres of employment and other key destinations across the Tees Valley.

## Why is this necessary?

We need to continue our work to date on improving walking, cycling and bus services that link housing sites to key destinations across the Tees Valley including rail stations, bus stops, town centres, schools, colleges, employment sites, hospitals and shopping centres. This will be based on a future vision for sustainable travel options by foot, bicycle, bus and rail being available for accessing key destinations. This is important because census data shows that our car ownership levels are still lower than the national average and walking, cycling and bus trips continue to make up a significant proportion of daily journeys to work across the Tees Valley. Active travel options such as walking and cycling also offer major health benefits to residents and if more journeys are made by bus, on foot or by bike then we will have less congestion on our road network and lower levels of air pollution.



## What are the priorities?



- **Tees Valley cycle network** – We will continue to develop a cycle network across the Tees Valley that offers as many direct, complete and safe routes as possible, away from the strategic road network. This also includes providing cycle facilities at all of our key local destinations.
- **Tees Valley walking network** – We will provide safe and direct pedestrian links in and around residential areas and key destinations across the Tees Valley.



- **Tees Valley bus network** – We will work with Tees Valley bus operators to ensure the bus network provides the vital links from residential areas into our town centres, key local destinations. This includes providing services to more rural or isolated areas.
- **Marketing and Information** – 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.

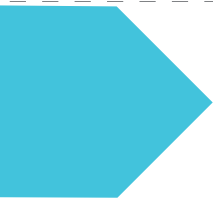

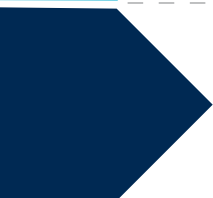

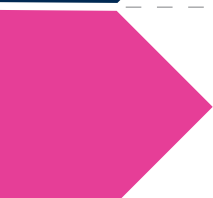

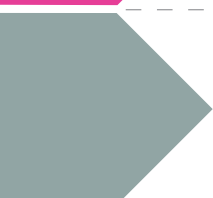





## Who will help deliver our priorities?

- **Department for Transport Access Fund** – We have developed a bid to this fund to build on previously successful sustainable transport initiatives and to provide support for boosting the numbers of people cycling and walking.
- **Local Growth Fund** – we have already committed over £8 million from existing allocation to a package of measures to aid sustainable access to employment.
- **Local Transport Plan Integrated Transport Block** – this will continue to be used by the Local Authorities to develop walking and cycling networks, bus stop infrastructure as well as to improve road safety.
- **Private Sector Contributions** – Developers will make a contribution to the cost of providing high quality public transport services to new locations as they grow.

## Strategic Transport Plan Summary

The Tees Valley Strategic Transport Plan is summarised within the framework below, which sets out **why** the theme is important, **what** the proposed priority is for the theme within the Tees Valley and **how** the theme will be tackled with a range of partners.

	Objectives ("Why?")	Priorities ("What?")	Routes to Delivery/Partnerships ("How?")
 National Rail			
 Major Roads			
 Connecting Centres		<ul style="list-style-type: none"> <li>Track and platform capacity, and passenger facility improvements at Middlesbrough station</li> <li>Improvements to local rail services, including increased frequency, newer trains and potentially new stations</li> <li>Tees Valley bus network</li> <li>Improved ticketing</li> <li>Local road network</li> </ul>	
 Supporting Economic Growth		<ul style="list-style-type: none"> <li>Local Major Transport Schemes already in development, such as Middlehaven Dock Bridge</li> <li>Highway schemes targeted at locations where growth would be constrained without action</li> <li>Provide road capacity for individual large scale planning applications</li> </ul>	
 Local Journeys		<ul style="list-style-type: none"> <li>Tees Valley cycle network</li> <li>Tees Valley walking network</li> <li>Tees Valley bus network</li> <li>Connect Tees Valley marketing and information</li> </ul>	



# NEXT STEPS

This is an exciting time for transport in the Tees Valley, but also a pivotal one if we are to develop the transport network that we need to support our ambitions. The election of a Mayor in May 2017 provides us with the opportunity to set out and articulate our needs – the development of this framework is a first step in this process.

We will be looking to publish the final Strategic Transport Plan in Summer 2017 and further consultation will take place in the New Year.

The latest progress can be viewed at [www.teesvalley-ca.gov.uk/connect2026](http://www.teesvalley-ca.gov.uk/connect2026)





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If you would like this information in any other language or format for example print or audio please contact Tees Valley Combined Authority on 01642 524400.