

*Tees Valley*  
*unlimited*



Connecting the Tees Valley  
Statement of Transport Ambition

April 2011



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# 1. Transport and the Economy

- 1.1. The National Infrastructure Plan published by the Treasury during October 2010 in response to the spending review, provides detailed evidence of the Government's commitment to continue to strengthen the nation's capital assets, including its transport system:

*“For the economy to flourish, people, goods and information must move freely. Businesses across all regions and industries need the right conditions to grow. Reliable infrastructure: energy, water, transport, digital communications and waste disposal networks and facilities, are essential to achieve this. Ensuring these networks are integrated and resilient is vital.”*

- 1.2. Indeed it goes as far as to say that there have been decades of underinvestment in many cases. It recognises that transport provides the crucial links that allow businesses and individuals to prosper and with the right level of investment in the right infrastructure, an effective transport network can:

- Contribute to fiscal consolidation whilst supporting a competitive economy;
- Support sustainable economic growth and tackle climate change; and
- Promote greater localism.

- 1.3. This commitment to transport is welcomed although it is vital that the benefits of large projects are equitably delivered across the country.

- 1.4. The Coalition Government has signalled a number of priorities for its transport programmes. Alongside the effective prioritisation of public spending on transport and the vigorous pursuit of efficiency, the Government has highlighted the primacy of two transport challenges of national importance<sup>1</sup>, namely:

- Supporting growth by improving the links that move goods and people around our economy; and
- Tackling climate change through policies which deliver technology and behaviour that will decarbonise mobility as we progress through the 21st Century.

- 1.5. Transport is recognised as a key driver for the national economy and a major catalyst for wider economic growth and regeneration, as well as having a key contributory influence on the climate change agenda. Traditionally it has been difficult to precisely define the benefits and costs that are derived directly from transport in both these areas but recently there has been something of a step change in this respect.

<sup>1</sup> Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit

- 1.6. In 2006 the Stern Review<sup>2</sup> confirmed the risks posed by climate change and concluded that the benefits of early action to tackle this outweigh the potential costs. The Review proposed that Government policy to reduce emissions should be based on carbon pricing, development of low-carbon and high-efficiency technologies and the removal of barriers to behavioural change.
- 1.7. Soon afterwards, the Eddington Study<sup>3</sup>, commissioned by the Department for Transport (DfT), confirmed that transport plays a key facilitating role in achieving sustained economic prosperity. In particular it outlined the main mechanisms and provided supporting evidence to show how transport impacts on the economy and, following the Stern Review, it also recognised that full carbon costs must be included in the assessment of transport options.
- 1.8. These recommendations have since been fully incorporated into Government thinking over the last few years and have helped to set the agenda for transport policy that has emerged during this period. Crucially both studies have also led to the wider impacts of transport being much better accounted for when transport schemes are appraised. Against this backdrop however, particularly in light of the current financial constraints, the emphasis is as much on getting the most out of existing resources as it is on providing new infrastructure.
- 1.9. The Government has identified a new hierarchy for infrastructure investment within the National Infrastructure Plan. Prioritising the maintenance and smarter use of assets, followed by targeted action to tackle network stress points and network development and, finally, delivering transformational, large scale projects that are part of a clear, long term strategy.
- 1.10. The benefits to the wider economy of a fit for purpose transport network are undeniable. Creating Growth, Cutting Carbon<sup>4</sup>, the Government White Paper launched at the beginning of 2011 has a vision for a transport system that is an engine for national economic growth, but one that is also greener and safer and improves quality of life in our communities, in line with the new localism agenda.
- 1.11. Improved transport links between international gateways, cities and key economic areas are recognised as vital to ensure a balanced economic growth across the whole country. The Government's continued commitment to the delivery of a high speed rail network is evidence of this in an ongoing drive to bridge the traditional North-South divide. This also provides further vital evidence that the Government feels that major transport infrastructure can unlock barriers to economic growth.
- 1.12. In 2010 the country witnessed the culmination of a sustained and unprecedented period of global financial recession. As a consequence, the spending review of October 2010 was one of the most severe in history yet despite this, transport budgets, particularly for large capital projects, fared relatively well, being cut by a significantly lower than average level. This confirmed how important transport investment is to the national well being.

<sup>2</sup> Stern Review on the Economics of Climate Change, HM Treasury, 2006

<sup>3</sup> The Eddington Transport Study: The Case for Action, HMSO, 2006

<sup>4</sup> Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, DfT, Jan 2011

- 1.13. Over the last few years, largely spearheaded by the Northern Way initiative, (which has represented the interests of local authority areas across the north of England), a great deal of evidence has been gathered which confirms the strong link between transport and the north's economic future. As a result the Northern Way Growth Strategy promotes transport as a priority area for transformational change and highlights why enhancing connectivity both to and within the north, particularly by public transport, is so important.
- 1.14. In the Tees Valley the link between transport, economic growth and regeneration has also been recognised for some time. The Tees Valley Economic and Regeneration SoA , which is the most recent vision for the Tees Valley economy over the next 15 years, highlights the important role that transport will play in facilitating this. The SoA is complemented by the Tees Valley Economic and Regeneration Investment Plan which provides the detailed delivery plan for transport priorities, economic regeneration and housing investments.
- 1.15. This document, the Statement of Transport Ambition for the Tees Valley, now expands on this, by identifying specific objectives and priorities for transport over the next 10-15 years, which will help make the vision a reality.





focused around the port. The advantageous position on the River Tees and associated port related businesses is a major asset.

- 2.4. Each of the centres has its own strengths. These include the market town and mainline connectivity of Darlington, the marina facilities and business incubation space in Hartlepool, Teesside University and the cultural and retail facilities of Middlesbrough, the rural and coastal splendour of Redcar & Cleveland and the engineering companies and business connectivity of Stockton<sup>5</sup>.
- 2.5. From this foundation, going forward the two key ambitions are:
  - to drive the transition to a high value low carbon economy; and
  - to create a more diversified and inclusive economy.
- 2.6. As part of delivering this second ambition, the SoA identifies the benefits of a joined up and connected polycentric Tees Valley. This requires recognition that the Tees Valley as a whole will offer the range of facilities needed to attract growth, but that individual Boroughs will bring their own distinctive advantages to the offer.
- 2.7. The development of the SoA responds to the critical indicators in the Tees Valley, indicators that compel the overall approach adopted to be one that focuses on the economy, and on tackling the socio-economic consequences that arise from its relatively poor performance. These indicators show a clear picture. The Tees Valley has an economy that is performing less well than the UK as a whole, with the most recent figures showing the Tees Valley's GVA per head to be only 77% of the national average<sup>2</sup>. Unemployment levels are higher than the national average, and issues of deprivation and relatively poor quality of life are widespread. The Tees Valley has 5.8% unemployment, compared with 4.7% in the North East as a whole and 3.5% nationally<sup>6</sup>, and all five of the local authorities are within the 30% most deprived of the 354 local authorities nationally<sup>7</sup>.
- 2.8. The SoA sets out a clear vision for the Tees Valley, one that responds to its economic geography and builds on the strengths of each economic centre. As each centre builds on its strengths, it is clear that good transport within and between the centres of activity is vital, be they town centres or industrial complexes, in order that people can access the range of economic, educational and service opportunities that 21st Century living offers.
- 2.9. Hence, this Statement of Transport Ambition in turn responds to the SoA, and building on significant work on transport in the Tees Valley and wider North East of England since 2008, sets the context for delivering improved transport networks and services in support of the wider vision.

## Transport Evidence

- 2.10. This transport evidence base has been built up over the last three years, including:

<sup>5</sup> TeesValley Unlimited Economic and Regeneration Statement of Ambition

<sup>6</sup> Local Enterprise Partnership: A Proposal, September 2010

<sup>7</sup> Based upon the rank of average score



- An August 2008 study<sup>8</sup> by ONE North East of the evidence supporting the identification of transport challenges across the North East of England, in response to the Eddington Transport Study, the Stern report on climate change and Towards a Sustainable Transport Strategy<sup>9</sup>; and
  - The formal response to government on Delivering a Sustainable Transport System (DaSTS)<sup>10</sup> from the North East region<sup>11</sup>; and encompassing work that specifically addresses the transport issues that exist in developing a pro-active response to the challenges of supporting economic regeneration in the Tees Valley as set out in the Tees Valley Area Action Plan (AAP)<sup>12</sup>.
- 2.11. This last piece of work follows on from the City Region Transport Strategy<sup>13</sup> which identified that there was a clear need to bring together development proposals and the required transport improvements with a clear forward programme. The development of the AAP to date has been a model of partnership and collaborative working at a city region level between local authority partners and the Highways Agency.
- 2.12. The June 2009 DaSTS response from the North East region to Government highlighted the transport challenges facing the North East of England, and identified a number of evidence gaps that needed to be addressed in preparing a robust investment plan going forward. This response to Government outlined a work programme of evidence based study to inform the development of a long term strategy to 2030, and a programme of prioritised investment in transport over the next 10 to 15 years. Three reports produced as part of the first phase of this work programme are of particular relevance in informing and providing the foundation for this transport strategy for the Tees Valley, namely:
- The Tees Valley City Region Connectivity and Accessibility Study<sup>14</sup>;
  - The North East Strategic Connections Study<sup>15</sup>; and
  - The North East Rural Transport and Connectivity Study<sup>16</sup>.

## The Tees Valley Transport Challenges

- 2.13. Key local authority, business and other public sector leaders in the Tees Valley, through Transport for Tees Valley<sup>17</sup>, prioritised three transport challenges, based on the national transport challenges in place prior to May 2010. The three challenges remain consistent with the Coalition Government's primary goals for transport.

8 North East Transport Priorities Evidence Review, JMP for ONE North East, August 2008

9 Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, Cm 7226, HMSO, October 2007

10 Delivering a Sustainable Transport System, DfT, November 2008

11 Delivering a Sustainable Transport System - Submission to the DfT from the North East Region: Strategic Priorities and Work Programme, Arup, June 2009

12 Tees Valley Area Action Plan, Tees Valley Unlimited and the Highways Agency, November 2009

13 Connecting the Tees Valley – The City Region Transport Strategy, 2007

14 Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010

15 North East Strategic Connections, Aecom for ONE North East, May 2010

16 North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010

17 Comprising Cabinet Members and Senior Officers from the Local Authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees, as well as representatives of Government Office North East, One North East, the Association of North East Councils (ANEC), the Highways Agency, Network Rail, the Environment Agency, PD Ports (as owners of Teesport), Peel Holdings (as owners of Durham Tees Valley Airport), the North East Chamber of Commerce (NECC), the Confederation of British Industry (CBI), Arriva, Stagecoach, Northern Rail, Durham County Council and North Yorkshire County Council

- 2.14. These commonly agreed challenges are:
- Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national & international networks;
  - Improve the connectivity and access to labour markets of key business centres; and
  - Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.
- 2.15. The evidence supporting these three challenges has been examined in detail within the earlier 2010 study programme, and has identified a number of detailed issues, which in turn have influenced the identification of options to tackle the transport challenges within the Tees Valley. The three challenges are considered in the following sections and can be summarised as follows:
- Resilient Network Connectivity;
  - Access to Employment; and
  - Reducing Carbon Emissions.
- 2.16. The Coalition Government has also signalled that it wishes to see strong leadership and autonomy within local communities, led by local government, business and other key stakeholders. In transport, many issues that can be tackled at the local level emerge, and indeed the Coalition Government has identified that social justice and quality of life are important outcomes that improved transport can deliver. These local challenges include road safety, local network management, highway maintenance (including management of local infrastructure assets), and the delivery of local infrastructure that supports active travel such as walking and cycling. Tackling each of these challenges through local action will contribute to delivering outcomes that are important within each locality, and will help to enhance health and quality of life in local communities across the Tees Valley.

## Strategic Environmental Assessment

- 2.17. In accordance with the European Directive 2001/42/EC (SEA Directive), a Strategic Environmental Assessment (SEA) has been undertaken in parallel with the development of the Statement of Ambition. The purpose of the SEA Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes, with a view to promoting sustainable development. Mitigation has been suggested where potential negative effects are identified (detailed in the accompanying Environmental Report).
- 2.18. Tees Valley Unlimited is aware of the opportunities provided by a rich and healthy natural environment, the Statement of Transport Ambition therefore includes the following commitment:
- “Tees Valley Unlimited recognise the need to deliver an environmentally sustainable transport system for Tees Valley that protects and enhances the natural environment, as well as delivering economic and social benefits.”*
- 2.19. This commitment will be developed further through the emerging Tees Valley Statement of Environmental Ambition.

## 3. Resilient Network Connectivity

- 3.1. The transport priorities that flow from this challenge are strongly influenced by socio-economic evidence, and the performance of the existing Tees Valley transport network.
- 3.2. This comprises of issues on two levels, namely:
  - Travel patterns and journey experiences on urban, regional and local passenger networks providing local accessibility for a range of purposes (closely related to the challenge on access to labour markets); and
  - Freight and passenger movements to and from national and international gateways to the Tees Valley.
- 3.3. Good international and national linkages are important as the Tees Valley economy grows. Some of the industries are, as noted earlier, nationally important, and good rail and road connectivity into and beyond the Tees Valley is fundamental to the continued success and future growth of these industries.

### Current Position

- 3.4. The economic geography and peripheral nature of the North East region as a whole is one of the greatest challenges and this is particularly true for the Tees Valley, as it contains a number of centres within a very small area. This lack of a single dominant commercial centre has transport implications and means that good interconnectivity is vital for the Tees Valley to function effectively. Consequently, the communities within the Tees Valley are highly interdependent with intense commuting and other flows in multiple directions. This presents a challenge to create and sustain a viable public transport network and has resulted in an over reliance on the use of the private car.
- 3.5. Maintaining and improving transport links to London is important to help capture potential productivity benefits. Recent work commissioned by ONE<sup>18</sup> confirmed that improved links to other city regions including the two national capitals and Leeds, would provide economic benefits to the North East. ODPM research on core cities<sup>19</sup> asserts “that an indication of physical connectivity is given by the fastest available journey times to London by rail”.

<sup>18</sup> North East Transport Priorities – Evidence Gaps Study, Steer Davies Gleave for ONE North East, 2009

<sup>19</sup> State of the English Cities, ODPM, 2006

- 3.6. An earlier ONE report<sup>20</sup> demonstrated that international airports are vital infrastructure that contribute to the competitiveness and prosperity of regions (both in terms of business and inward tourism). Durham Tees Valley Airport (DVTVA) has, in common with other regional airports, seen a decline in passenger numbers. Retention and modest growth of existing markets in the future is vitally important for the Tees Valley. DVTVA had a throughput of 288,296 passengers in 2009 representing a significant decline from 2008.
- 3.7. Located on the East Coast Main Line (ECML), Darlington is the main interchange hub in the Tees Valley for national and inter-regional rail connections, making it a 'gateway' for rail journeys into and out of the Tees Valley. Rail patronage on routes to and from the Tees Valley highlights the importance of this key main line link with over 360,000 annual return trips from Darlington to London stations<sup>21</sup>. Movements to London stations are less pronounced from the east of the Tees Valley, with only 33,000 annual return trips from Middlesbrough, for example.
- 3.8. However, in comparison to its excellent north-south connectivity, Darlington is relatively inaccessible from other key centres within the Tees Valley. Journey times to Darlington from Middlesbrough and Stockton (as adjacent key centres) are relatively poor, taking between 40-60 minutes by public transport<sup>22</sup>, compared to a journey time of 19-23 minutes for car travel<sup>23</sup>. There are, for example, currently no direct train services from Stockton to Darlington – passengers have to change at Thornaby station, a journey which would take between 35 and 50 minutes. This relatively poor east-west connectivity by rail within the Tees Valley impacts on the external connectivity of the Tees Valley as a whole and reduces the attractiveness of the excellent north-south links from Darlington to potential users from the rest of the Tees Valley. Capacity issues at Darlington are currently acting as a constraint to enhancing these local rail links. The Eureka timetable has delivered a number of enhancements to local services, however this uses up all available capacity.
- 3.9. External connections from the Tees Valley to London (via Northallerton, Thirsk and York) are also provided by the Grand Central services from Hartlepool and Eaglescliffe. Four services a day are currently offered on this route, with journey times of between three and three and a half hours to London. In terms of internal connectivity, Eaglescliffe offers important supplementary rail access options to London and the south from the Middlesbrough-Stockton conurbation and eastern parts of the Tees Valley.
- 3.10. From Middlesbrough, Thornaby and Yarm, important links are available to York (which provides further links to London and the south), Leeds and the North West (including Manchester Airport) However, links within the vicinity of Middlesbrough station are operating close to capacity in terms of train paths, due to an extensive and frequent freight train operation which exists alongside an intensive passenger rail service. The current Middlesbrough-York journey times along this line are also a constraint.

<sup>20</sup> North East Transport Priorities Evidence Review, JMP for ONE North East, 2008

<sup>21</sup> Office of Rail Regulation / Northern Rail LENNON 2009/10 data

<sup>22</sup> Accession output, including walk time between town centres and stations and any wait times

<sup>23</sup> AA online route planner, accessed October 2010, does not include walk time between car park and destination

- 3.11. Rail patronage in the Tees Valley has grown at a considerably higher rate than that of the North East as a whole, or nationally. However, rail journey times are currently uncompetitive compared with the car within the Tees Valley, as is illustrated by the Darlington example above. Given the predicted increase in car ownership in the Tees Valley, this advantage of car journey times is likely to generate increased trips on the road network. Therefore, it is imperative that rail services are enhanced, to ensure that rail is a competitive alternative.
- 3.12. Besides high fares, rail passengers in the region consider capacity, punctuality and frequency of trains to be below expectations. Recent research<sup>24</sup> reported that service availability on Sundays, early in the morning and late in the evening is often poor. This evidence emphasises the importance of a number of factors in ensuring the competitiveness of rail. These include competitive journey times, increased frequency, better information, improved interchange and other journey experience issues.
- 3.13. Teesport is by some margin the most important port in the North East, and in 2009 the fourth most important port by goods lifted in the UK. Teesport is not only an important asset to the local Tees Valley economy, but represents a significant regional and, indeed, national asset.
- 3.14. There is a significant opportunity and justification for the development of a deep-sea container terminal in the north of England. To realise the full potential of this opportunity, PD Ports is developing a £300 million deep-sea container terminal on the south bank of the River Tees, which will be known as the Northern Gateway Container Terminal (NGCT). However, the proposal to expand the container side of the port's operation raises fundamental issues regarding freight access to and from Teesport.
- 3.15. Container traffic being transported by rail (rather than by road) is not only consistent with the UK's sustainability aims, but is also much more cost-effective for freight operators. However, there are severe constraints for unitised (i.e. container) traffic that prevents full access between Teesport, the ECML and beyond. The problem lies in the present rail gauge clearance limitation on potential routes to the ECML and on the ECML itself. [Figure 2](#) shows current rail gauge clearance, illustrating that the local rail network linking Teesport to the national rail network has gauge clearance no better than W8 at present, and the ECML itself is only W9. To ensure that the potential of rail freight is realised, W9<sup>25</sup> loading gauge clearance on rail links can be tolerated economically, but W10 clearance is optimal<sup>26</sup>.

<sup>24</sup> North East Strategic Connections, Aecom for ONE North East, May 2010

<sup>25</sup> The W9 gauge allows small deep-sea containers and restricted European containers and swap-bodies

<sup>26</sup> W10 gauge accommodates 9'6" deep-sea containers

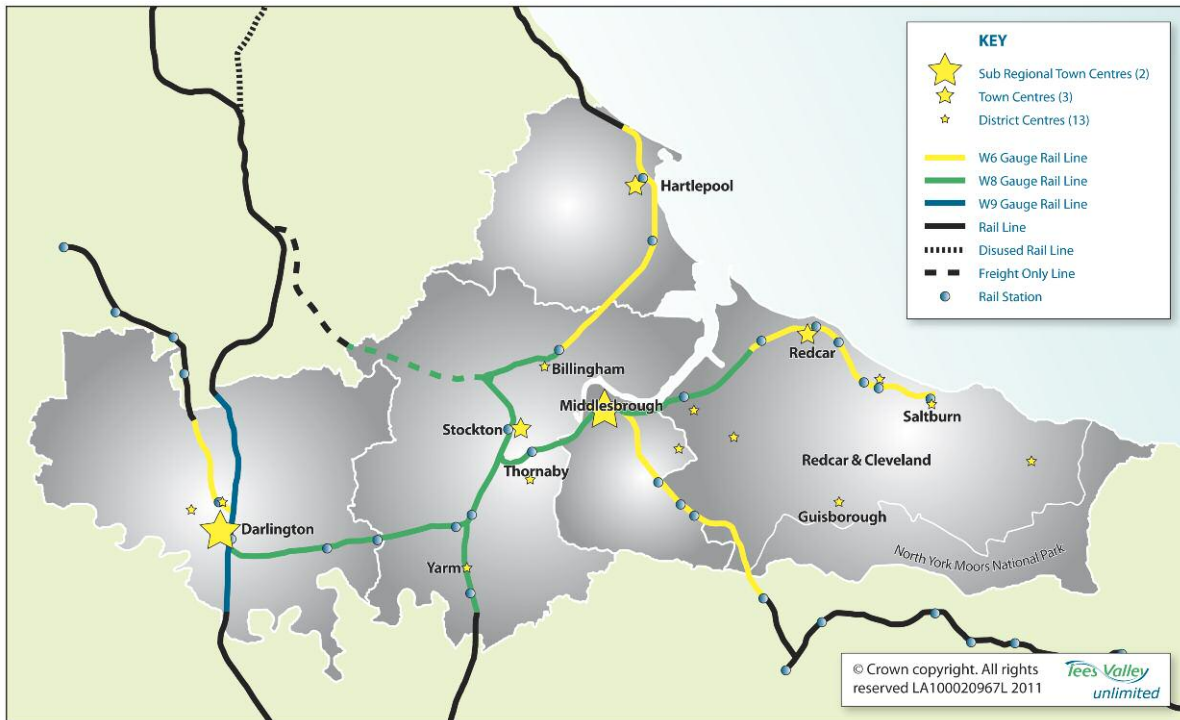
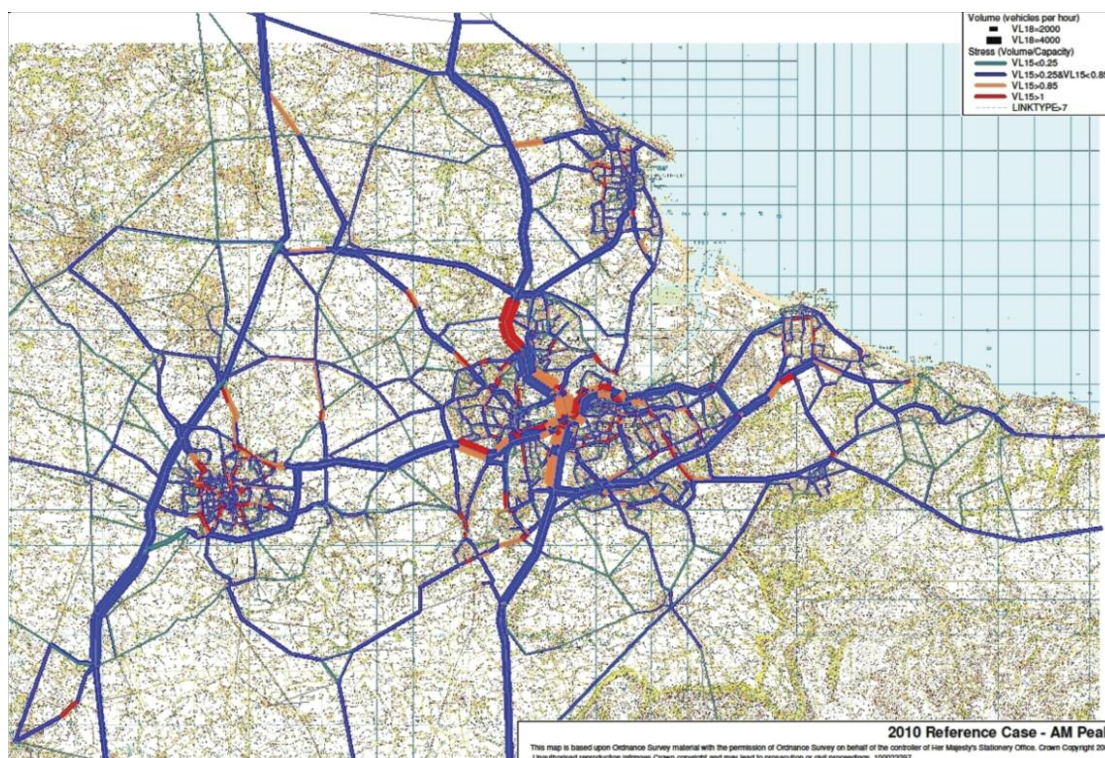


Figure 2 - Tees Valley Rail Gauge Clearance

- 3.16. Rail gauge clearance is not an issue isolated to the Tees Valley. The national network is just as important, given the wide marketplace for Teesport across the whole of northern England and Scotland. It is therefore critical to ensure that the wider network is also of adequate gauge.
- 3.17. The main north-south road links to the Tees Valley are provided by the A1(M), a key national motorway network link for the west of the City Region, while the east of the City Region is served by the A19(T). The main east-west links are provided by the A66(T) and A174(T).
- 3.18. These key links provide the main source of strategic trip making for the Tees Valley, delivering vital connectivity to the North East and the rest of the UK.
- 3.19. The strategic function of these links will need to be maintained and enhanced with certain improvements still required on the A1(M) and A66(T) to bring these strategic routes fully up to the required standard.
- 3.20. The Tees Valley will continue to work in close partnership with the Highways Agency to deliver an agreed network management strategy to ensure that the network remains fit for purpose.
- 3.21. Aggregated traffic flow data indicate that traffic levels rose steadily from 2000 to about 2004 across the Tees Valley. This trend follows the economic growth experienced in this period, with more trips accessing the Tees Valley in general, and specifically in key employment growth areas (such as Darlington and Hartlepool).



- 3.22. Traffic flow data show that there has been variability across the Tees Valley, with a wide range of growth rates dependent upon location. Counts to the north of the Tees Valley, across the South East Durham and Teesside to Hartlepool “screen lines” show the highest growth rates. Since 2004, traffic levels have remained broadly static, with a combined growth in traffic of around 11% over the decade.
- 3.23. The network map shown in [Figure 3](#) below is from the Tees Valley TRIPS model, showing the 2010 morning peak hour. This illustrates how current congestion is focused in the Strategic Road Network.



**Figure 3 - 2010 Tees Valley Strategic Road Network Congestion**

- 3.24. Whilst the Tees Valley does not suffer from widespread traffic congestion to the same extent as some city regions, there is congestion on localised sections of the local and trunk road networks. Congestion is evident on critical routes such as the A19-A66 interchange encompassing the Tees flyover and links to Middlesbrough, A19 south of Wynyard, and the A1053 access to Teesport and important local arterial roads. This represents a significant threat to local, regional and national economic priorities, and serves to reduce economic potential, especially at peak times.
- 3.25. Of particular significance is the congestion on the A19 northbound carriageway exacerbated by traffic accessing the Wynyard Park development. This congestion could affect access to Seal Sands and the North-South Tees Area proposals, hindering access and the distribution of goods, potentially stifling regeneration proposals for the area.
- 3.26. There is also a build up of trips on a number of radial routes leading to Darlington centre and rail station, with potential negative implications for access to this important gateway to the Tees Valley. If congestion in the Tees Valley worsens, there is a risk that this could ultimately stifle economic growth.



## Key Issues

- 3.27. The evidence on current use of, and the quality of journey experience on, the transport networks in the Tees Valley leads to the following issues being identified:
- The importance of links to London and the rest of the English regions to the south, especially neighbouring Yorkshire, and the role that Darlington can play as the gateway to the Tees Valley, especially for rail services;
  - The importance of Teesport and good road and rail connections to the port, including on wider national and regional networks, as well as good direct local access;
  - The threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increased congestion and other adverse impacts from growing car use, including environmental impacts.

## What we have done

- 3.28. The Tees Valley Metro project continues to be the main focus for future rail enhancements in the area. The key long term outcomes that Tees Valley Metro will deliver are:
- A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day - compared with 30 - 60 minutes today;
  - Darlington to Saltburn end-to-end journey time of no more than 48 minutes - compared with 53 minutes today;
  - Additional tracks to provide sufficient capacity to meet the demands of the next 20 - 30 years, including freight movements;
  - A new station at Durham Tees Valley Airport, replacing the existing Teesside Airport station;
  - Additional new stations at Morton Palms, Teesside Park, Middlehaven, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow;
  - Improvements to existing stations; and
  - Newer, lighter trains.
- 3.29. Whilst these outcomes remain valid, a pragmatic approach has been taken with the project split into different phases linked directly to timescales for likely delivery. Phase 1 of the Metro project comprises 'early win' schemes for which funding has been secured and are either now complete or under/approaching construction. These schemes include:
- **Eaglescliffe station** - new ticket office, improved passenger waiting facilities, accessibility improvements and an extension to the existing car park.
  - **Hartlepool station** - improved passenger waiting facilities, accessibility improvements and a new bus/rail interchange.

- **Middlesbrough station** – a new entrance to the north of the station, linking to the Boho and Middlehaven developments.
  - **Thornaby station** – accessibility improvements.
- 3.30. A number of targeted local highway network improvements have been delivered as the first stage of tackling this challenge. These include:
- The Darlington Eastern Transport Corridor, linking Haughton Road to the A66. Improving links from Darlington to the East and opening up development land;
  - The North Middlesbrough Accessibility Scheme, comprising a number of highway improvements to improve access to the area of Middlesbrough north of the A66 including Riverside Park and the Middlehaven development site; and
  - The roundabout interchange at the A19(T)/A174(T) has been signalised on the three trunk road approaches, capacity has been improved on the A174/A1053/B1380/Western Gateway Roundabouts in association with the Northern Gateway Improvement and improvements are to be made to the South Tees Eco Park access.
- 3.31. In addressing issues on the strategic road network, £3.9 million of funding has been secured towards the delivery of the first phase of the Network Management Strategy, which will see the Highways Agency install traffic lights at five entry slip roads along the A19 and A66. This Tees Valley Ramp Metering scheme, which will help to improve the efficiency and operation of the core trunk road network at peak times, has gained full funding approval and is programmed to be delivered by the Highways Agency on behalf of the City Region partners by April 2011. The scheme is to be funded through the Community Infrastructure Fund (CIF), enabling important housing growth to be delivered across the Tees Valley that may otherwise have been delayed due to impacts on the strategic network.
- 3.32. The five Tees Valley Authorities have also worked with the Highways Agency and transport operators to develop an overall strategy for building up an Urban Traffic Management and Control (UTMC) system that will support the area's future transport needs. The base system is expected to be operational in 2011.

### What we will do

- 3.33. Phase 1A of the Tees Valley Metro project includes the following early deliverables for which detailed funding bids have been submitted to Government:
- A new east side entrance to Darlington Bank Top station, including a fully accessible new footbridge link to the station, bus/rail interchange facilities, pick-up/drop-off facilities and a new pedestrianised link to the Central Park development site and the residential areas along Yarm Road.
  - A enhanced station at Redcar Central, including new fully accessibility routes, improved passenger facilities at the station, bus/rail interchange, pick-up/drop-off facilities, and three new pedestrian links – one each to the new civic quarter, to the town centre and new seafront and to Redcar & Cleveland College.

- A new station at James Cook University Hospital, which offers a wide range of district general hospital services and specialist services to the Tees Valley, South Durham and North Yorkshire.
- 3.34. In addition there is committed investment for rail infrastructure improvements in the Tees Valley to ensure that the network is capable of accommodating 9'6" freight containers. This mainly involves platform alterations or changes to rail signals with the largest single scheme being the partial reconstruction of the overbridge at Dinsdale rail station. Upgrading the freight rail network to W10 gauge clearance standard will unlock constraints on the growth of PD Ports logistics platform at Teesport, which will create 1,000 direct jobs over the next ten years. With the implementation of the rail gauge enhancements and the associated works to the passenger network, PD Ports is aiming for a 20% mode share by rail once the new facility is open.
  - 3.35. There are a number of critical rail infrastructure improvements identified within the rail investment Control Period 4 to 2014 that will benefit businesses and communities within the Tees Valley. However, funding remains a consistent barrier to delivery of many of these improvements, which include Boldon East Curve reinstatement, York-Northallerton and Northallerton-Eaglescliffe line speed increases, and Stillington Branch signalling and line speed improvements.
  - 3.36. Beyond 2014, Phase 2 of the Tees Valley project is planned to include track capacity and signalling improvements along the Darlington to Saltburn line (providing east – west connections), with new stations established at Morton Palms (Darlington), Durham Tees Valley Airport, Teesside (retail and leisure) Park, and the Ings in Redcar, in line with future developments. There will also be improvements to existing stations along the route, and an examination of the best means of replacing life-expired rolling stock to allow increased frequencies whilst minimising any increase in operating costs.
  - 3.37. Phase 3 is then planned to deliver track capacity and signalling improvements along the line running between Hartlepool and Nunthorpe (providing north – south connections) including new stations at Queens Meadow Hartlepool and Nunthorpe Parkway, together with improved facilities and information at other stations along the route. Service frequency increases are also included within this phase.
  - 3.38. As part of the re-franchising process, which is likely to involve longer franchise awards from 2013 onwards, we will lobby strongly to ensure that some of these improvements, particularly those relating to new/improved rolling stock and certain investment at stations, are included within the specification of the appropriate new franchise(s).
  - 3.39. It is anticipated that the required investment in gauge enhancement across the wider rail network, to complement the committed works to Teesport, will be delivered through the freight or line-based Route Utilisation Strategies at the national level.
  - 3.40. Further highways solutions will be developed to accommodate an improving economy and mitigate against rising congestion. This will include network management, junction improvements and capacity enhancements both within the Tees Valley as outlined within the Implementation Plan and on the national networks (e.g. A19 roundabouts in Sunderland and the A1 Leeming-Barton).

3.41. In addition to this we will:

- Promote the enhancement of bus and coach networks. The Tees Valley Bus Major Scheme (included in detail within Chapter 4) aims to deliver improvements to the journey experience of bus users and will provide a local urban network which interfaces with other national and international networks; and
- Promote the enhancement of cycling and walking networks, including their use for shorter journeys and integration with bus and rail networks for longer journeys.

## 4. Access to Employment

- 4.1. The polycentric nature of the Tees Valley means there isn't a single dominant centre of commercial activity. The economic strategy for the area should aim to stimulate growth and regeneration by focussing on existing town centres and key employment sites. Each of these locations will then play to its strengths rather than compete against one another, meaning that the Tees Valley will have all the necessary services and facilities, but not necessarily all in one place.
- 4.2. The future spatial priorities identified by TVU suggest that this polycentricism will become more pronounced as the Tees Valley develops. This will accentuate the need for good connections to, from and between the diverse labour markets and other local services.
- 4.3. The polycentric nature of the labour markets is shown in [Figure 4](#) below:

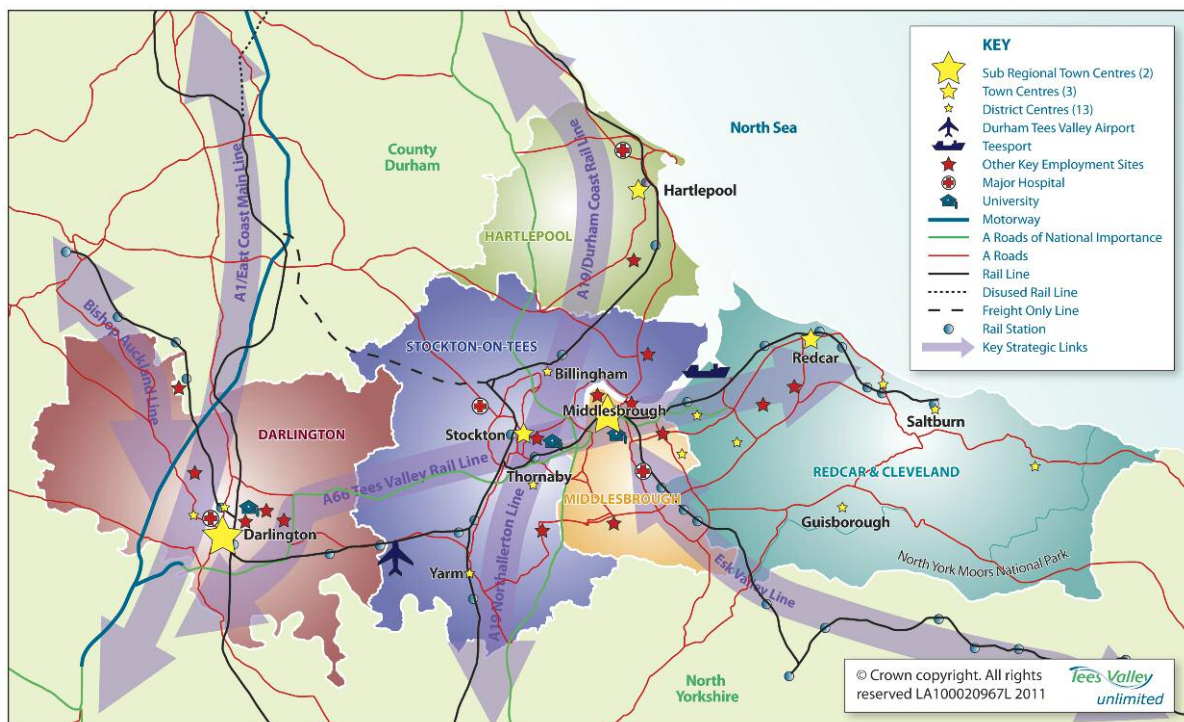


Figure 4 - Key Tees Valley Labour Markets

- 4.4. Whilst highway and rail network enhancements (as discussed in more detail in the previous chapter), along with improved facilities for active travel will be important, it will be fundamental to improve access by local bus in tackling access to employment.

## Current Position

- 4.5. Evidence on journeys to work and peak hour trip making patterns in the Tees Valley shows that car commuting accounts for a higher proportion of journeys to work in the Tees Valley than in the North East as a whole, which is in turn at higher levels than in the UK<sup>27</sup>. This is despite car ownership levels in the Tees Valley being lower than the national average (although slightly higher than the North East as a whole).
- 4.6. In contrast, car ownership in the Tees Valley is forecast to rapidly increase (at a higher rate than the national average), and this gap is forecast to close significantly by 2021 when only 27% of Tees Valley households are likely to have no access to a car, compared with 34% in 2001. This compares to a figure of 23% nationally. During this time, growth in the number of two and three car households in the Tees Valley is forecast to be significantly higher than the national average as car ownership grows from a low base<sup>28</sup>.
- 4.7. This signals the threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increased congestion and other adverse impacts from growing car use, including environmental impacts.
- 4.8. Approximately 90% of the Tees Valley's workers live in the Tees Valley and each centre is relatively self-contained, with high levels of trip making being confined within each district<sup>29</sup>. More recent evidence from the Tees Valley TRIPS model, (which includes updated data from more recent surveys over the last decade), demonstrates that this high level of self-containment of trips in the Tees Valley remains.
- 4.9. It is clear that local bus services will be vital in tackling this challenge. In recent years decline in bus patronage has been significant, from 44.2 million passenger journeys in 2002/03 to 36.9 million in 2009/10. Despite declining patronage, the bus remains the most important form of public transport in the area in terms of passenger numbers and distance travelled.
- 4.10. The lack of a single dominant commercial centre has made it more difficult in the Tees Valley than elsewhere to create and sustain viable bus networks. As a consequence, the bus network across the Tees Valley is not particularly well co-ordinated, a characteristic resulting from a history of piecemeal network development. However, bus inter-connectivity will be important to support the Tees Valley's economic strategy, which focuses on economic specialisation within different areas.
- 4.11. Bus punctuality across the Tees Valley is also declining with all five districts continuing to fall short of the Traffic Commissioners' desired performance target of 95% of buses being on time.

<sup>27</sup> Department for Transport, National Travel Survey 2007-2008

<sup>28</sup> Connecting the Tees Valley – The City Region Transport Strategy, 2007

<sup>29</sup> ONS, Census 2001



- 4.12. There is a complex range of operator-exclusive and multi-operator tickets available to public transport users in the Tees Valley, which act as a barrier to increasing use. Opportunities for simplification as an encouragement to new and existing users, including the evolving north east integrated smart ticketing system, should be looked at as part of measures to improve the attractiveness of public transport services in the Tees Valley.
- 4.13. Due to their relative location on the periphery of the Tees Valley, Darlington and Hartlepool in particular have relatively poor public transport connectivity to other labour markets within the Tees Valley. Figure 5 illustrates Hartlepool's lack of connectivity with only journeys from the surrounding urban area involving a travel time of 20 minutes or less.

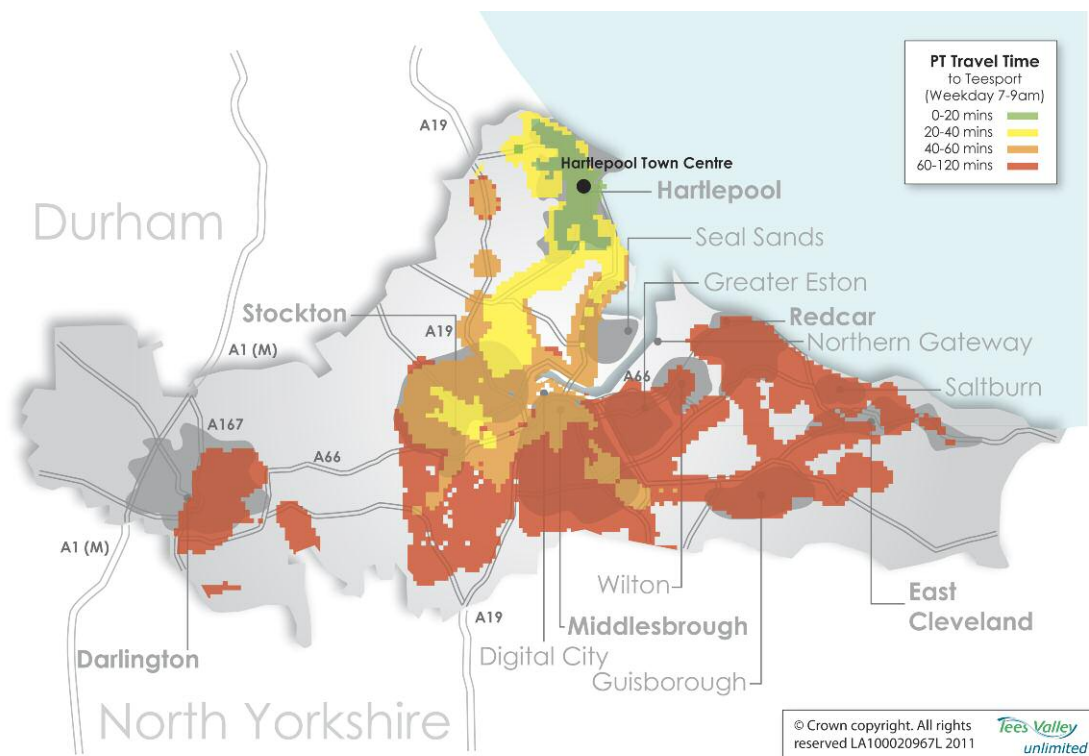


Figure 5 - Public Transport Access Time to Hartlepool Town Centre

- 4.14. Comparatively, Stockton has good connectivity within the 40 minute travel time boundary by public transport, which includes Middlesbrough, Hartlepool, Darlington centre and Redcar. This is illustrated in Figure 6.



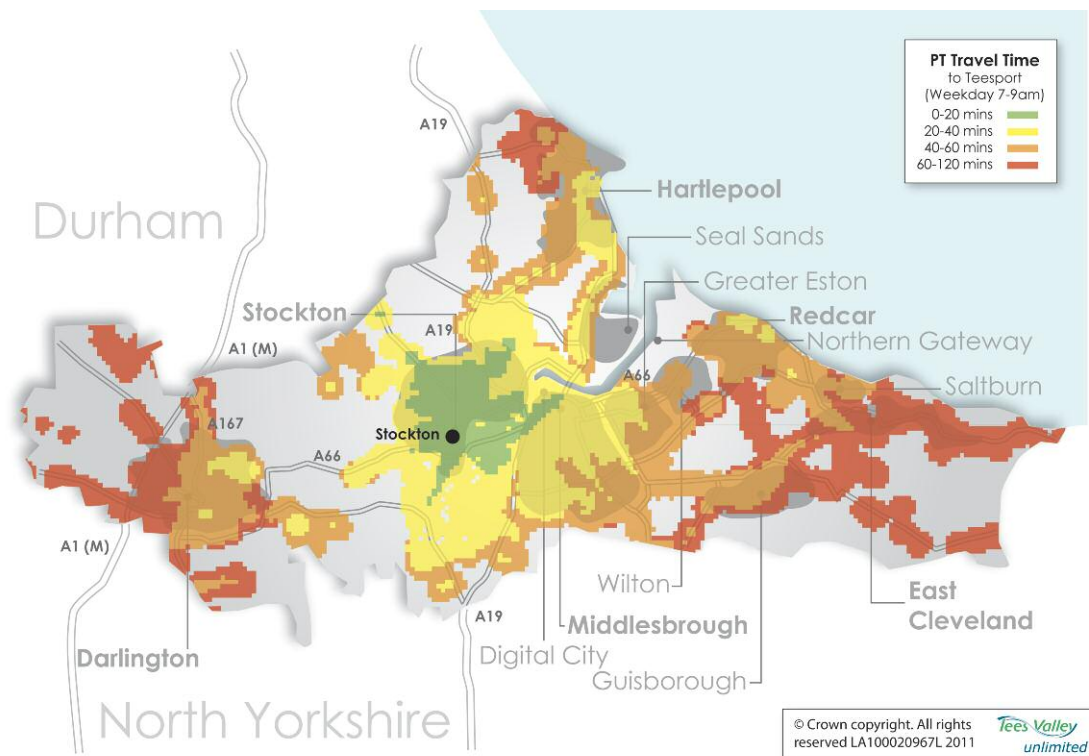


Figure 6 - Public Transport Access Time to Stockton Town Centre

- 4.15. However, using the example of Stockton, a centre with relatively good public transport connectivity, car journey times between Stockton and other principal centres are considerably lower than an equivalent journey on public transport. For example 10 minutes to Middlesbrough, 21 minutes to Hartlepool and 20 minutes to Darlington<sup>30</sup>.
- 4.16. Furthermore, evidence shows that some of the economic regeneration priority locations in the North-South Tees Area have exceptionally poor accessibility by public transport from the Tees Valley as a whole<sup>31</sup>.
- 4.17. Teesport itself and the opportunities in associated economic sectors in and around the port estate represent a major economic opportunity, not just for the Tees Valley directly, but for the whole of the North of England. Growth of port centric warehousing and distribution at Teesport has already contributed significantly to the local economy, and has the potential to develop further on the Teesport estate. Around 2,000 people are already employed on the port, and coupled with the existing and future distribution related jobs there is a pressing need for good transport links to the area from both Middlesbrough and from Redcar and East Cleveland.

30 AA online route planner, accessed October 2010, does not include walk time from car park to destination

31 Collated in the Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010

- 4.18. There is increasing pressure to provide high quality, frequent public transport services to Teesport if the area is not to become reliant on car access for employment and economic opportunities. Existing public transport accessibility to Teesport, or more pertinently the absence of such access, is illustrated in Figure 7.

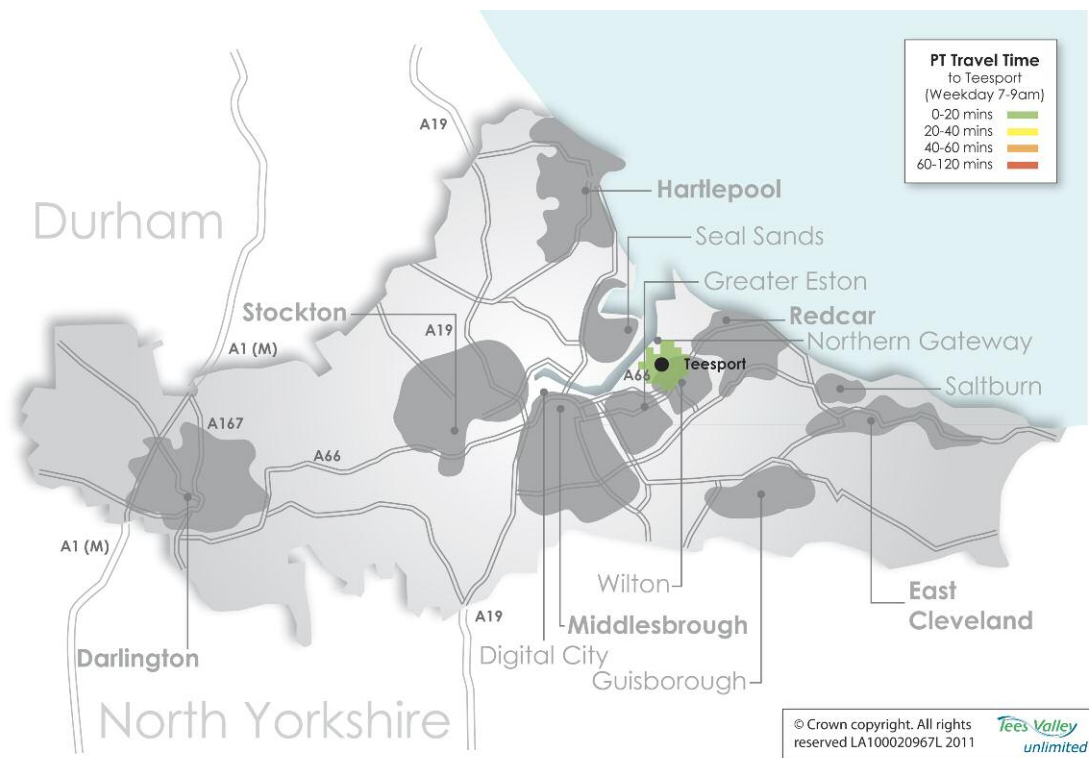


Figure 7 - Public Transport Access Time to Teesport

- 4.19. The North East Rural Transport and Connectivity Study<sup>32</sup> assessed the role of transport in widening access to economic and social opportunities within the diverse rural communities across the region. The study presented three case study areas, one of these being East Cleveland, an area on the periphery of the Tees Valley. East Cleveland is an area of significant contrasts, with considerable variation in accessibility to economic and social opportunity, serving to heighten inequalities across the area.
- 4.20. The consultation and analysis of evidence in East Cleveland identified a series of common challenges that influence transport and accessibility issues in rural communities, namely:
- **Access to employment and other services** – the availability of public transport in remote locations is a major barrier to accessing the increasingly limited employment opportunities, particularly for those who do not have access to a car;
  - **Awareness and perception of travel options** – negative perceptions of public transport services and availability even in relatively accessible locations;

32 North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010

- **Cost of transport** – a key barrier to accessibility in rural areas, particularly for those on low incomes or working part-time and for young people accessing education, leisure and part-time work; and
- **Involvement of the transport sector** – transport consistently represents the main barrier facing rural communities. The transport sector needs to be visibly involved in demand-led approaches to providing access to a range of opportunities.

## Key Issues

- 4.21. The evidence on existing journey to work patterns and the quality of transport networks in supporting access to employment in the Tees Valley highlights the following issues:
- A range and choice of transport to key labour markets is important in order to provide opportunity for everyone to access appropriate employment;
  - Car use is higher than the national average for commuting, options that provide alternatives or manage demand need to be developed before rising levels of car ownership reinforce these patterns;
  - Economic specialisation within the Tees Valley as part of the vision for regeneration is likely to reinforce the Tees Valley's polycentric form, hence sustainable transport solutions that support this economic vision to provide better quality links between centres will be vital; and
  - The availability of public transport in remote locations is particularly limiting job opportunities for those who do not have access to a car.

## What we have done

- 4.22. Significant progress has already been made to some aspects of the local bus service in improving access to local employment. Many of the improvements also have a significant positive impact on access to a wide range of opportunities throughout the day, not simply employment.
- 4.23. The bus operators continue to invest in new vehicles. For example, Arriva introduced over 50 new buses in 2010, equivalent to around one fifth of their Tees Valley fleet; 15 new Stagecoach buses, predominantly branded for use on their key inter-urban service 36, linking Middlesbrough with Stockton, Billingham and Hartlepool, entered service by the end of September 2009; and bus replacement at Leven Valley has continued with the fleet being the first in the Tees Valley to be fully low floor and wheelchair accessible.
- 4.24. Real time journey information is being rolled out on some of the main bus corridors. All Arriva and some Go North East services now feed real time information into the call centre journey planner, traveline-txt (the text messaging service), as well as the mobile internet NextBuses service, enabling passengers to receive live data for short notice journey enquiries.

- 4.25. The Connect Tees Valley web site, managed by TVU, provides information on all modes of transport in the area, including holding the current timetables for all public transport services operating in the Tees Valley as well as details of forthcoming service changes, both permanent and as a result of road works and events.
- 4.26. A major Tees Valley Bus Network Improvements scheme is being progressed by the local authorities in partnership with bus operators Arriva and Stagecoach. This will provide a comprehensive series of bus priority measures, improved passenger waiting facilities, consistently high quality specification for vehicles, and measures to improve information and ticketing on core bus routes across the Tees Valley. This scheme achieved final approval from the DfT in June 2010 confirming that £37.5 million of central Government funding (£57.6m in total) would be made available. This is now being delivered over a five year period to 2015.
- 4.27. The investment is being focused largely on the core, frequent and commercially provided tier of the hierarchical bus network, to bring about a quality, stable and sustainable system that offers an effective alternative to the private car. However, all services will benefit to some degree from the measures.
- 4.28. New infrastructure delivered as part of the scheme includes the completion and opening of Hartlepool Interchange in August 2010 and improvements to Mandale Gyration and Marton Road.

#### What we will do

- 4.29. The provision of a range of bus services to new and emerging employment opportunities is fundamental if these jobs are to be accessible to people across the Tees Valley, regardless of whether they own a car.
- 4.30. A Quality Partnership Agreement between operators and the local authorities is being developed. Designed to recognise and protect the current investment by the bus operators, and to ensure that this continues alongside the ongoing delivery of the Tees Valley Bus Network Improvements.
- 4.31. In addition to this we will:
- Continue to develop the Tees Valley Metro project to improve connections to and between employment centres;
  - Improve the reliability of the highway network through the Network Management Strategy;
  - Ensure that development is facilitated at pinchpoints: Wynyard (A19/A689), Portrack Lane Relief Road and Redcar/Northern Gateway; and
  - Recognise and enhance the role of cycling and walking networks in catering for shorter commutes.

## 5. Reducing Carbon Emissions

- 5.1. As the UK and its constituent local authorities seek to address the impacts of climate change, it is also important that transport does not add to the changing climate through further emissions of greenhouse gases. This remains one of the main tenets of national transport policy under the Coalition Government, which has signalled the importance of both technological improvements and behavioural change in reducing carbon emissions from transport<sup>33</sup>.
- 5.2. Partners in the Tees Valley have identified that it is important to develop economic and spatial plans and supporting transport systems in the future that do not add further to problems with respect to our changing climate.
- 5.3. Significant contributions to reducing CO<sub>2</sub> from transport can be delivered through tackling local trips, through the promotion of active travel such as walking and cycling for short trips, and through targeted programmes of smarter choices. Targeting energy use in the transport system, such as the management of the use of lighting may also contribute to reductions.

### Current Position

- 5.4. Forecasts for climate change indicate that adverse weather conditions are likely to be more frequent in the future, which has implications for the North East of England's transport infrastructure<sup>34</sup>.
- 5.5. In 2005, the Tees Valley's total carbon emissions were around 20 million tonnes (across all sectors, around 7 million tonnes if emissions regulated under the EU Emissions Trading Scheme are excluded.)<sup>35</sup>. Recent data published by the Department for Energy and Climate Change<sup>36</sup> shows that in 2007 carbon emissions were approximately 6.7 million tonnes
- 5.6. In 2007, most emissions in the Tees Valley (4 million tonnes, or 59% of total emissions) came from industry<sup>37</sup>. The overall decline is largely due to contraction and refinement of industry in the Tees Valley over the last decade. However, [Figure 8](#) on the next page shows carbon emissions from industry in the North East are still significantly greater than the average for England. In contrast, the North East has the lowest per capita emissions from transport (with the exception of London).

<sup>33</sup> Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit

<sup>34</sup> North East Climate Change Adaptation Study, Royal Haskoning for sustaine, 2008

<sup>35</sup> Tees Valley Climate Change Strategy 2006-2012, Tees Valley Climate Change Partnership, 2007

<sup>36</sup> UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009

<sup>37</sup> UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009

## Carbon Dioxide emissions per person 2007 source: DECC 2009

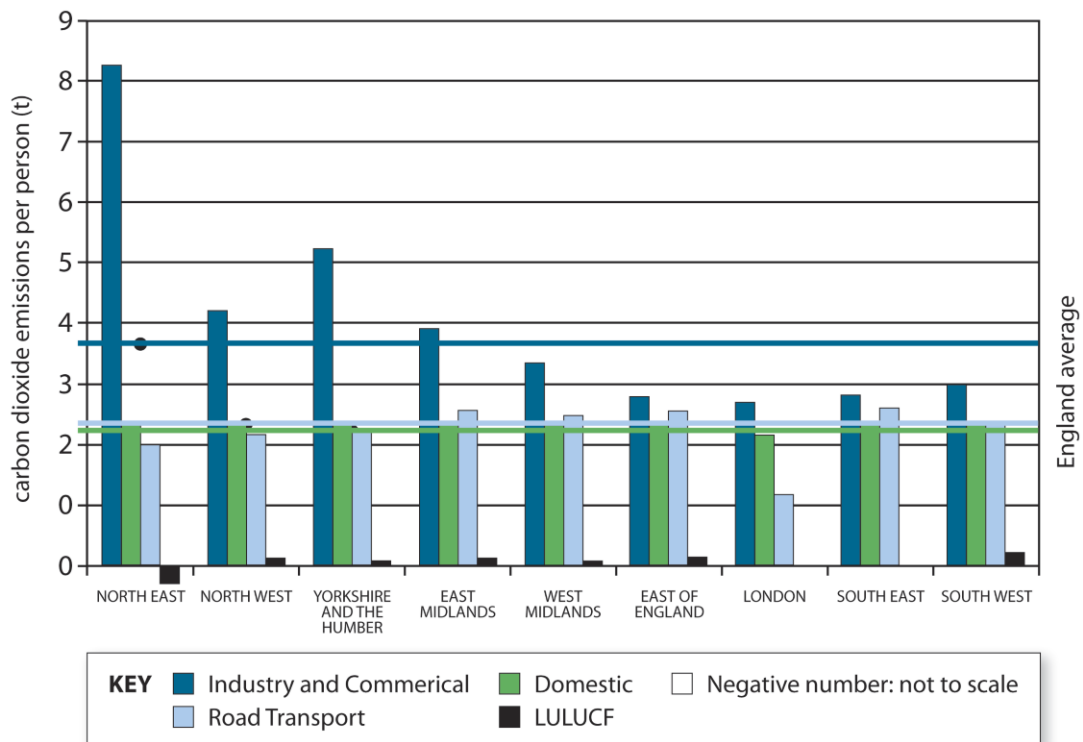


Figure 8 - 2007 English Carbon Dioxide Emissions

Note: LULUCF represents land use, land-use change and forestry

- 5.7. The Tees Valley Climate Change Strategy, published in 2010, includes a target reduction of greenhouse gas emissions of 21% by 2020 against a 2005 baseline. This will align the strategy and action plan with the Climate Change Act 2008 and follow a uniform method of measurement.
- 5.8. Whilst current emissions from road transport are comparatively small compared to those from other sectors (1.3 million or 18% of total)<sup>38</sup>, it is important not to ignore the significance of road transport - a contribution that will represent a greater proportion of emissions over time as programmes to reduce emissions from industry take effect. The use of private vehicles (diesel and petrol cars) accounts for 65% of total road transport emissions. This is despite car ownership being considerably lower in the Tees Valley than the national average. Road transport emissions per capita for the Tees Valley are higher than for both the North East and the UK. Road transport emissions per capita are particularly high in Middlesbrough and Stockton-on-Tees.
- 5.9. There are a range of measures that will contribute to reducing carbon emissions from transport. The 2009 Carbon Reduction Strategy for Transport<sup>39</sup> stresses that whilst technological and efficiency improvements are important, they will not themselves be sufficient to reduce carbon emissions to the extent needed.

<sup>38</sup> Tees Valley Climate Change Strategy, 2010-2020

<sup>39</sup> Carbon Reduction Strategy for Transport, Low Carbon Transport: A Greener Future, DfT, July 2009



- 5.10. Such technological improvements include the use of electric and low emission vehicles; the development of a recharging network for such electric and plug-in hybrid vehicles; the development of sustainable biofuels and alternative fuel sources; and improved broadband coverage to help reduce the need for travel. Alongside technological improvements, cultural and behavioural changes are fundamental to achieving the reductions in carbon emissions necessary, whether by changing travel behaviour itself, or making the decision as an individual or society as a whole to invest in lower carbon technology. Important aspects of this behavioural change include the use of active travel modes and lower emission alternatives, influencing driving behaviour through applying “eco driving” techniques, and enforcing speed limits.
- 5.11. A wide range of measures aimed at influencing travel behaviour and cultural change are now firmly established in the main stream of transport planning in the UK. Known as Smarter Choices (after the report of that name<sup>40</sup>), this is a range of interventions aimed at encouraging a greater use of active travel and less environmentally damaging travel modes, whilst reducing the need to travel in general. These techniques are based around persuasion, realising the importance of positive incentives, rather than punitive measures, to encourage behaviour change.
- 5.12. It is important, however, to emphasise that targeted programmes of Smarter Choices measures can deliver a range of improved outcomes across the community, including individual and community wide health benefits from increased walking and cycling, local environmental benefits, and a range of equity and social justice benefits.
- 5.13. Estimations based on household surveys suggest that the Sustainable Travel Towns programme (implemented in Darlington, Peterborough and Worcester) resulted in annual per capita carbon savings of approximately 50kg of CO<sub>2</sub> in 2008, compared to 2004<sup>41</sup>. This estimate used per capita changes in car driver kilometres for trips <50km from the weighted dataset, and emission factors published by Defra/DECC based on an average-sized car. At a town-wide level and accounting for increases in population, there was a combined estimated saving of 17,510 tonnes of CO<sub>2</sub> per annum in 2008 across all three towns. Whilst this figure only reflects reductions in car driver distance on journeys of less than 50km, it is equivalent to a reduction in UK average annual per capita emissions from car driving of approximately 4.4% for journeys of all lengths.

## Key Issues

- 5.14. The evidence on carbon emissions from surface transport in the Tees Valley shows:
- The private car is responsible for the majority of carbon emissions from land based travel, and trends suggest that transport is the one sector where carbon emissions will continue to rise, options need to address the threat posed by rising car ownership and use on these trends

<sup>40</sup> Cairns, Sloman, Newson, Anable, Kirkbride and Goodwin, Smarter Choices – Changing the way we travel, DfT, July 2004

<sup>41</sup> Sloman, Cairns, Newson, Anable, Pridmore and Goodwin, The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report, 2010



## What we have done

- 5.15. There has been a significant record of achievement across the Tees Valley in delivering programmes of activity that promote less environmentally damaging and lower carbon forms of transport. These include:
- Darlington Local Motion project, funded initially by the DfT's sustainable demonstration town programme, but continues to deliver sustainable transport improvements;
  - A range of cycling initiatives such as [doitbycycle.com](http://doitbycycle.com), an online cycle journey planner, Bike-it training in schools, the Active Travel project, the Stockton Active Travel Hub, and a range of events through the year;
  - The continued improvement of pedestrian and cycle facilities;
  - The Darlington Cycle Demonstration Town project;
  - Workplace and school travel planning across the Tees Valley; and
  - Roll-out of electric vehicle charging points through the Office for Low Emission Vehicles (OLEV) Plugged-In Places programme<sup>42</sup>.
- 5.16. Many of the small scale initiatives being delivered across the Tees Valley described above continue to be rolled out. Whilst important to the Tees Valley as a whole, much of this activity is either borough specific or on a local community scale and will be therefore delivered through the LTPs.

## What we will do

- 5.17. Tees Valley-wide programmes of Smarter Choices measures, on a scale akin to that delivered through the Local Motion programmes to 2009, will provide the impetus across the Tees Valley to deliver significant travel behaviour change. These include personalised travel planning, marketing and information.
- 5.18. In addition to this we will:
- Promote a modal shift from private car to bus and rail use through, marketing and awareness raising, allied to service quality improvements and bus stop and rail station improvements through the Bus Network Improvements and Tees Valley Metro; and
  - Reduce the carbon emissions from the Tees Valley bus fleet in partnership with the major bus operators, through the Bus Network Improvements and through improved rolling stock for Tees Valley Metro.

<sup>42</sup> ONE North East website news item, 25 February 2010

## 6. Delivering the Transport Ambition

- 6.1. There is a clear need to continue to improve both external and internal connectivity of the Tees Valley. The £70 million already secured up to 2014 will go a long way to developing a reliable and integrated bus, rail and strategic road network.
- 6.2. It is vital that links from our key assets at Teesport and Durham Tees Valley Airport to national and international hubs and markets are maintained and built upon to support our global industries. Rail and road links between the Tees Valley and London and other city regions should also be enhanced and journey times reduced in order to optimise the accessibility of the Tees Valley to national markets.
- 6.3. Enhanced connectivity within the Tees Valley is equally important to ensure that residents and visitors can access employment, education, health care, retail, leisure and other key opportunities, not just within each community or authority area but across the area as a whole. As residential, retail and employment areas continue to be redefined, the ability to move around the Tees Valley quickly and easily continues to be of vital importance, particularly to the significant proportion of the population who do not have access to private transport.
- 6.4. It is vital, for both businesses and for individual travellers, that the resilience of our transport networks is maintained and enhanced. A degree of certainty/stability relating to journey time and network condition is vital in the day to day transport decision making for both individuals and businesses. It can also be key to long term locational decisions made by businesses. The provision of resilient and reliable transport networks is therefore vital to the Tees Valley's future economic competitiveness, building on the work already undertaken with the Highways Agency and Network Rail.
- 6.5. Based on the evidence, issues and commitments described previously, to enhance the connectivity of the Tees Valley to support our economic and regeneration ambitions, we will:
  - Continue to invest in our bus network alongside the 20 or so routes that will benefit from significant investment in the next five years, examining cost effective ways to provide linkages to the core commercial routes that will benefit from this investment, and developing an integrated smart ticketing system alongside other partners in the North East;
  - Work with the rail industry to secure the development of Tees Valley Metro to use the rail network in a much more efficient way to connect our main centres, service the new industries and develop strategic park and ride opportunities, with greater scope for the negotiation of future rail franchises to provide services that better meet the needs of future users rather than relying on historic patterns of demand and scheduling;

- Provide targeted highway infrastructure investment to support specific development proposals and improve the management of the strategic road network as part of a joint development plan agreed with the Highways Agency; and
  - Continue to enhance links to and from our national and international gateways including Teesport and Durham Tees Valley Airport.
- 6.6. These improvements will recognise the need to deliver an environmentally sustainable transport system for Tees Valley and their implementation will be delivered in a way that protects and where appropriate enhances the natural environment, as well as delivering economic and social benefits.
- 6.7. We would wish to promote a joint investment planning approach between the Tees Valley and the national agencies, and to devolve responsibility for the appraisal of smaller scale strategic projects (below £20 million) to local partnerships to speed up the delivery of those agreed priorities that unlock private sector investment.
- 6.8. The **Statement of Transport Ambition: Implementation Plan** sets out the packages/schemes which will deliver this Statement of Transport Ambition. It will be kept up-to-date in line with changing development assumptions and funding opportunities and will be monitored by TVU.
- 6.9. The **Tees Valley Economic and Regeneration Investment Plan** sets out an ambitious but realistic programme of public sector investment which recognises the significant reductions in public spending over the period to 2014/15 whilst building a strong economic case for investment through the Regional Growth Fund to unlock barriers to private sector growth. This will be led and monitored by the TVU Leadership Board.
- 6.10. At a local level, the Tees Valley Local Authorities will:
- Look to invest in “smarter choices” measures, to reduce car travel (and hence greenhouse gas emissions) and increase access to services for all those within the Tees Valley;
  - Continue to maintain existing walking, cycling and highway networks to an appropriate standard, to maximise their reliability and functionality; and
  - Deliver road safety measures and education to contribute to better safety, security and health, and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
- 6.11. The five Tees Valley Local Authorities’ third **Local Transport Plans** outline transport strategy and delivery at a local level. These will be monitored and delivered by each individual Local Authority.



# *Tees Valley* *unlimited*



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