

## CABINET ITEM COVERING SHEET PROFORMA

**AGENDA ITEM**

**REPORT TO CABINET**

**9 FEBRUARY 2012**

**REPORT OF CORPORATE  
MANAGEMENT TEAM**

### **CABINET DECISION**

Regeneration & Transport – Lead Cabinet Member – Councillor Michael Smith

#### **TEES VALLEY TRANSPORT SCHEMES**

1. Summary

The purpose of this report is to update Cabinet on the major transport projects on-going in the Tees Valley, and within the Borough of Stockton-on-Tees. The last update was provided to Cabinet in June 2010 and this report focuses on the progress of two projects, the Tees Valley Bus Network Improvements (TVBNI) and the Tees Valley Metro, following previous reports to Cabinet. The report also provides an update on the Area Action Plan that has been developed for the trunk road network in the Tees Valley in partnership with the Highways Agency. The TVBNI scheme focuses on a set of 'Core' Route Corridors identified as the top tiers of the hierarchical network structure proposed in the Tees Valley Bus Network Review, with the majority of the proposed Core Routes operating within the urban areas of the sub-region. A comprehensive series of bus priority measures have been developed to alter the traffic balance in favour of buses on the identified Core Routes. Other elements of the scheme include; improved passenger facilities on the Core Routes, fares & ticketing improvements and other complimentary measures such as Real Time Passenger Information. The Tees Valley Metro project aims to make more efficient use of the current local rail network to better meet the travel needs by improving passenger facilities, improving frequency of services, improved information and with longer term aspirations to introduce new lines and vehicles.

2. Recommendations

It is recommended that:

1. Members note the progress of the major Tees Valley transport schemes.

3. Reasons for the Recommendations/Decision(s)

Improvements to the public transport infrastructure are central to the delivery of key elements of the local transport plan and will make significant changes to the mode of travel available to the community.

The Tees Valley Bus Network Improvements are intended to not only halt the decline in bus patronage but to make positive changes to the way in which people travel to and from work and access services and facilities.

The Tees Valley Metro scheme will deliver improved facilities on the existing heavy rail network and pave the way for future improvements in frequency and quality. Again this will make positive changes to the way in which people travel to and from work and access services and facilities.

Central to these projects will be an improvement in the quality of the public transport services offered in the Tees Valley which will be measurable through the satisfaction level of passengers. Consultation programmes and publicity campaigns will raise the profile of public transport in the area and encourage modal shift towards more sustainable transport.

#### 4. Members' Interests

Members (including co-opted Members with voting rights) should consider whether they have a personal interest in the item as defined in the Council's code of conduct (**paragraph 8**) and, if so, declare the existence and nature of that interest in accordance with paragraph 9 of the code.

Where a Member regards him/herself as having a personal interest in the item, he/she must then consider whether that interest is one which a member of the public, with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice the Member's judgement of the public interest (**paragraphs 10 and 11 of the code of conduct**).

A Member with a prejudicial interest in any matter must withdraw from the room where the meeting considering the business is being held -

- in a case where the Member is attending a meeting (including a meeting of a select committee) but only for the purpose of making representations, answering questions or giving evidence, provided the public are also allowed to attend the meeting for the same purpose whether under statutory right or otherwise, immediately after making representations, answering questions or giving evidence as the case may be;
- in any other case, whenever it becomes apparent that the business is being considered at the meeting;

and must not exercise executive functions in relation to the matter and not seek improperly to influence the decision about the matter (**paragraph 12 of the Code**).

**Further to the above, it should be noted that any Member attending a meeting of Cabinet, Select Committee etc; whether or not they are a Member of the Cabinet or Select Committee concerned, must declare any personal interest which they have in the business being considered at the meeting (unless the interest arises solely from the Member's membership of, or position of control or management on any other body to which the Member was appointed or nominated by the Council, or on any other body exercising functions of a public nature, when the interest only needs to be declared if and when the Member speaks on the matter), and if their interest is prejudicial, they must also leave the meeting room, subject to and in accordance with the provisions referred to above.**

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**SUMMARY**

The purpose of this report is to update Cabinet on the major transport projects on-going in the Tees Valley, and within the Borough of Stockton-on-Tees. The last update was provided to Cabinet in June 2010 and this report focuses on the progress of two projects, the Tees Valley Bus Network Improvements (TVBNI) and the Tees Valley Metro, following previous reports to Cabinet. The report also provides an update on the Area Action Plan that has been developed for the trunk road network in the Tees Valley in partnership with the Highways Agency. The TVBNI scheme focuses on a set of 'Core' Route Corridors identified as the top tiers of the hierarchical network structure proposed in the Tees Valley Bus Network Review, with the majority of the proposed Core Routes operating within the urban areas of the sub-region. A comprehensive series of bus priority measures have been developed to alter the traffic balance in favour of buses on the identified Core Routes. Other elements of the scheme include; improved passenger facilities on the Core Routes, fares & ticketing improvements and other complimentary measures such as Real Time Passenger Information. The Tees Valley Metro project aims to make more efficient use of the current local rail network to better meet the travel needs by improving passenger facilities, improving frequency of services, improved information and with longer term aspirations to introduce new lines and vehicles.

**RECOMMENDATIONS**

It is recommended that:

1. Members note the progress of the major Tees Valley transport schemes.

**DETAIL**

**Tees Valley Bus Network Improvements**

1. The revised Tees Valley Bus Network Improvements (TVBNI) Major Scheme Business Case gained Full Approval from the Department for Transport (DfT) and Ministerial Approval on 26 March 2010. DfT funding of £37.498m has been awarded to the project which has an estimated full cost of £57.236m. The remainder of the costs will be made up of local contributions from the five Tees Valley Authorities and third parties.
2. Initially the project was to be delivered over four financial years with Year 1 being 2010/11; however, this has been extended to 5 financial years with the final year being 2014/15.
3. Year 1 (2010/11) schemes which included major improvements to the bus corridor through Mandale Gyratory and improvements on Durham Road have now been completed. Officers are now implementing Year 2 schemes examples of which include improvements along Yarm Lane and Stockton High Street, which has been integrated into the High Street regeneration scheme.

The largest project contained within TVBNI, St Johns Crossing (formally Southern Gateway) will also start in Spring 2012, which will see the removal of the existing roundabout at the south end of Riverside Road and replaced by a large traffic signal junction using land acquired on the former Glyn Webb building demolished in 2011.

4. Officers are also commencing design work on schemes for implementation during 2012/13 as well as working to finalise schemes in Years 4 & 5 which are likely to include work in Billingham Town Centre. This scheme will compliment the recently announced investment of £1.8m to improve the public realm in the Town Centre.
5. The full list of schemes included within the programme was previously approved by Cabinet and consultation on the implementation of individual schemes is being carried out as they are developed in consultation with Ward Members and the Cabinet Member for Regeneration & Transport.

### **Tees Valley Metro**

6. The Tees Valley Metro (TV Metro) project was awarded £4.9m to progress schemes in Phase 1 of the project. This included improvements at Eaglescliffe and Thornaby Stations (detailed below) which are scheduled for implementation between 2012 and 2014. These improvements are currently being designed or implemented by the Council and/or Network Rail, in consultation with other key stakeholders including Station Operators.
7. Future phases of the project are reliant on further funds being available and the Tees Valley Metro Board (through Tees Valley Unlimited) is actively pursuing sources of potential funding.
8. A bid has been made to the Government's Local Sustainable Transport Fund (LSTF) for improvements to what are termed 'intermediate stations' within the TV Metro project. For Stockton-on-Tees this would mean a successful bid would result in improvements to Allens West, Billingham and Stockton stations. These improvements are designed to bring each station in the Tees Valley up to an acceptable level in terms of provisions. A decision on the bid is expected in summer 2012. If the bid is unsuccessful, the Council will look to other sources of funding such as the Local Transport Plan Capital Programme to deliver some of the priorities.
9. Whilst the Metro scheme is concentrated on the Darlington to Saltburn railway line the Council continues to prioritise the need to bring forward improvements at those intermediate stations mentioned above, in particular Billingham where a series of environmental improvements have been specifically identified. The lack of disabled access to the station remains a concern and officers continue to work with both Network Rail and the station operator, Northern Rail, to look at appropriate long term solutions.

### **Thornaby Station**

10. The improvements planned at Thornaby involve replacing the current footbridge with a new, modern replacement. The current bridge is over 130 years old and is becoming a maintenance burden. The replacement bridge will be in a similar position to the current bridge but will be more accessible.
11. This scheme will now be funded by Network Rail and the TV Metro project as the conditions linked to the previously awarded 'Access for All' funding became restrictive.
12. The scheme is currently progressing through Network Rails approval procedure and it is hoped the scheme will start on site in summer 2012.

### **Eglescliffe Station**

13. The improvements at Eaglescliffe include refurbishing of the existing station building to create a ticket office facility, improvements to the current ramped access to the pedestrian bridge to ensure it is fully DDA compliant, improvements to waiting facilities and improvements to the car parking facilities. As part of the scheme there will be provision of CCTV and a Customer Information System (CIS).

14. Work on the Ticket Office commenced in December 2011 and will be complete by the end of January 2012 and the Ticket Office will be operational around the same time. The Ticket Office will be manned by two members of staff who will also support the internet rail ticket business that will be operating the office. Those roles are new jobs which have employed local people.
15. The remaining elements are currently at the detailed design stage with the vast majority having passed the first of Network Rail's approval stages. It is envisaged that the next phase of improvements will be implemented during 2012/13. The Council continues to prioritise the car park as the next major element to be undertaken in 2012 as it is recognised that the patronage at the Station continues to rise and the demand for parking continues to place an unnecessary burden on residents in adjacent streets.

### **Area Action Plan**

16. In September 2009 Cabinet were informed of work being carried out by the Highways Agency to improve capacity on the trunk road network (A66 and A19) in the Tees Valley. One element of this was the introduction of traffic signals on some of the key slip roads to enable better flow for the mainline carriageways. This allowed a number of key developments to secure planning permission due to the extra capacity created. Studies at that time also identified a number of longer term infrastructure improvements that would be necessary, some of which were directly attributable to key developments. One example is the A19/A689 interchange at Wynyard.
17. Stockton together with other Local Authorities in the Tees Valley have recently consulted on revising their core strategy housing projections which may result in the number of new homes increasing and the locations of those homes being different to what was previously anticipated. In addition the Tees Valley LEP has been successful in securing a number of Enterprise Zones which will result in new employment sites coming forward again changing the demand and dynamics of the strategic road network.
18. The Highways Agency in partnership with the 5 Tees Valley Authorities are now devising a revised traffic model that takes into consideration these new factors. That traffic model will look at where the pressures will exist on the road network as a result of new and increased housing development and the roll out of Enterprise Zones. Solutions will then be identified and developed to deal with these issues so that funding opportunities can be pursued to implement them in the future via a mixture of Government funding streams and developer contributions. As these options develop further updates will be brought to Cabinet.

### **FINANCIAL IMPLICATIONS**

19. Any budgets required for these projects have already been identified through current programmes such as the Local Transport Plan Capital Programme.
20. The cost of the Tees Valley Bus Network Improvements is currently estimated at £57.236m, of which the DfT will contribute £37.498m. The remainder will be local contributions from the partner Council's consisting of LTP funding and third party contributions.
21. The Tees Valley Metro project has been awarded £4.9m of funding to date. Further funding is being sought for future phases.

### **LEGAL IMPLICATIONS**

22. All the legal implications for these projects are summarised below and will be dealt with by Legal Services.
23. For the Tees Valley Bus Network Improvements, Traffic Regulation Orders (TROs) associated with the individual schemes in the Stockton Infrastructure Register will be processed and implemented between 2010 and 2015 (TRO's for Year 1 schemes have been processed). Any objections received will be considered by the Head of Technical Services in consultation with the Cabinet Member for Regeneration and Transport.

## **RISK ASSESSMENT**

24. The activities flowing from the recommendations contained within this Report are categorised as medium risk. Existing management systems and daily routine activities will be sufficient to control and reduce risk.

### Tees Valley Bus Network Improvements

25. Effective management of risk will be crucial to the successful delivery of the scheme. For this reason, the Major Scheme Business Case includes both a Strategic and a Project Risk Register, identifying all of the potential risks to delivery together with the mitigation measures necessary to address them. Risk assessments of individual schemes will be carried out as necessary.

### Tees Valley Metro

26. Each individual scheme will be subject to a Risk Register as and when required.

## **SUSTAINABLE COMMUNITY STRATEGY IMPLICATIONS**

The proposed schemes will contribute to the 'Ambitions for the Future' of the Sustainable Communities Strategy under the following 'Core Improvement Themes':

### Economic Regeneration and Transport

*Ambition: Improved transport networks* – all of the schemes in this report will improve the transport networks within the Borough by improving local bus services and accessibility, helping to reduce congestion, promoting modal shift to public transport and increasing linkages to the rest of the Tees Valley and beyond.

### Healthier Communities and Adults

*Ambition: Improved access to health services* – The Tees Valley Bus Network Improvements and the Tees Valley Metro will both help to improve access to healthcare facilities by enhancing the public transport network in the Borough.

The proposed schemes will also contribute to the 'Ambitions for the Future' of the Sustainable Communities Strategy under the following 'Supporting Themes':

### Older Adults

*Ambition: Real choice, control and equal access to facilities and services* - The Tees Valley Bus Network Improvements and the Tees Valley Metro will both help to improve access to key services for older people and help to overcome some barriers they may currently experience.

## **EQUALITIES IMPACT ASSESSMENT**

This report is not subject to an Equality Impact Assessment because it does not involve a new policy, strategy or change in the delivery of a service.

## **CONSULTATION INCLUDING WARD/COUNCILLORS**

It is intended to undertake publicity campaigns for the schemes discussed in this report. There have been and will continue to be, detailed consultations carried out with the following:

- a. All wards and Ward Councillors.
- b. Area Transport Strategy Steering Groups.
- c. Local Residents.
- d. Landowners.

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Background Papers

Report to Cabinet, 7 September 2006 (Minute No. 521 refers) - TV Bus Network Improvements  
Report to Cabinet, 30 August 2007 – TV Metro  
Report to Cabinet, 19 June 2008 – TV Bus Network Improvements  
Report to Cabinet, 3 September 2009 – Tees Valley Transport Schemes  
Report to Cabinet, 26 November 2009 – Tees Valley Transport Schemes Consultation  
Report to Cabinet, 10 June 2010 – Tees Valley Transport Schemes

Ward(s) and Ward Councillors:

All

Property

Tees Valley Bus Network Improvements

All of the proposed schemes in the Stockton Infrastructure Register can be accommodated within the existing highway boundary, with the exception of Scheme Ref. S10 (Southern Gateway). The land assembly associated with this scheme was considered by Cabinet on 20 December 2007 (Minute No. CAB 112/07 refers).

Tees Valley Metro

The proposed scheme can be accommodated within the existing highway boundary.