
A large, stylized version of the Tees Valley logo, with the words "TEES" and "VALLEY" stacked vertically in a bold, red, sans-serif font.

Tees Valley Combined Authority
City Region Sustainable Transport Settlement

Annual Monitoring Report

June 2024

1 Tees Valley CRSTS Programme

1.1 Overview

The Tees Valley City Region Sustainable Transport Settlement (CRSTS) Programme is based around the key investment packages of:

- making cycling & walking the natural choice for shorter journeys;
- transforming the Tees Valley rail system;
- a shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers;
- positioning the Tees Valley at the forefront of decarbonising transport;
- putting the Tees Valley at the heart of the digital transport revolution;
- ensuring everyone can access opportunity; and
- transforming town centre accessibility.

Set out on the following pages is an overview of each package and the 40 individual projects which are to be delivered as part of the investment programme.

In addition, information is provided about the local highway authority consolidated funding.

1.2 Funding leverage and complementary investments

In addition to the £310m CRSTS Programme, Tees Valley Combined Authority (TVCA) has also managed to secure over £160m of additional funding, either to support the projects identified or for complementary activity which supports the aims and objectives of the investment packages. The additional capital funding secured is summarised below:

- making cycling & walking the natural choice for shorter journeys
 - £5.9m of Active Travel Fund (ATF) Tranche 2, 3, 4 and 4a
 - £17.8m of Levelling Up Fund (LUF)
- transforming the Tees Valley rail system
 - £3.5m of Access for All (AfA) funding and £0.2m of Stockton Borough Council money for the delivery of the Billingham Station project.
 - £93m of Rail Network Enhancements Pipeline (RNEP) for Darlington Station (in addition to £12.1m previously secured from RNEP for this project)
 - £5.25m of Network Rail Asset Renewals Funding / AfA funding for Eaglescliffe Station
- positioning the Tees Valley at the forefront of decarbonising transport

- £6.6m of Local Electric Vehicle Infrastructure (LEVI) funding to deliver on-street charging infrastructure
- £7.8m of Zero Emission Bus Regional Assistance (ZEBRA) tranche 2 funding and £22.2m of investment by bus operators to deliver 62 new zero emission electric buses and charging infrastructure at 3 depots in the region (this investment also supports our investment package around *“a shared commitment with the operators to transform the Tees Valley bus services and grow passenger numbers”*)
- putting the Tees Valley at the heart of the digital transport revolution
 - £2.5m of Traffic Signals Obsolescence Grant (TSOG) and £0.5m of Traffic Signals Grant Funding (TSGF) to support the replacement and enhancement of traffic signals and upgrade obsolete traffic signal systems and improve reliability linked to the Tees Valley Urban Traffic Management and Control (UTMC) system

Furthermore, an additional £8.7m of revenue funding has been secured:

- making cycling & walking the natural choice for shorter journeys
 - £1.2m of Active Travel England’s Capability and Ambition revenue Fund
- positioning the Tees Valley at the forefront of decarbonising transport
 - £0.6m of Local Electric Vehicle Infrastructure (LEVI) funding
- a shared commitment with the operators to transform Tees Valley bus services and grow passenger numbers
 - £6.9m of funding to support the delivery of the Tees Valley Bus Service Improvement Plan which includes objectives (a sustainable network for the future; improved fare offer; enhanced customer experience) which complement capital investments in bus priority improvements and decarbonising the bus fleet.

1.3 Progress

As anticipated during the development of the programme business case, most of the activity in the first two years of the programme has been around additional project development and detailed designs to enable projects to move into the delivery stage in the later years of the programme. Currently, as at the end of June 2024, the programme overview is:

Development stage	Advanced development stage	Pre-delivery stage	Delivery stage	Completed project
28	6	2	4	1

Of the projects in the development stage, 19 are active travel / bus priority schemes where public engagement is scheduled to commence shortly. This was originally planned to take place in advance of the Tees Valley Mayoral elections but was delayed. Having then planned for this to occur in June and July, it has subsequently been delayed again by the pre-election period for the General Election.

The completed project is:

- Billingham Station

The projects currently in the delivery stage are:

- Darlington Station
- Hartlepool Station
- Eaglescliffe Station
- Local Highway Authority Consolidated Funding

Further details about these projects are set out later in the report.

At the end of 2023/24, £53.55m of CRSTS had been spent on the development and delivery of projects. Whilst this may seem a relatively small percentage of the overall programme, it was anticipated on account of a large focus for 2022/23 and 2023/24 being on spending the remaining Transforming Cities Fund (TCF) money available to TVCA. Over this same period a further £28.02m of TCF has been spent.

1.4 Benefits Realisation

Billingham Station benefits from an hourly service between Newcastle and Middlesbrough and had 77,234 passengers in 2022/23. The TVCA investment in the Billingham Station project has attracted other funding and has delivered a much improved station. The scheme has provided enhanced access to the island platform for passengers through the provision of a new footbridge with stairs and lifts, creating a step-free access to the

station platforms for the first time since it opened in 1966, enhancing the passenger experience and creating opportunities for further passenger growth.

1.5 Re-baselining the CRSTS Programme

The original CRSTS delivery plans for each city region were published on 29th July 2022 on the gov.uk website.

An opportunity was presented in the second half of 2023 to re-baseline the programme and increase the over-programming to 25%. With the announcement of indicative CRSTS tranche 2 (2027 – 2032) funding allocations, TVCA has identified a potential programme of projects and used the re-baselining as an opportunity to fund the development of some CRSTS2 pipeline projects, where they are aligned to the CRSTS1 programme, and is keen to explore the potential to bring forward funding for some of the CRSTS2 schemes identified. An updated CRSTS delivery plan is presented in **Appendix A**.

Further adjustments to this programme may be required to reflect delays to the public engagement planned for the active travel and bus priority schemes, which were originally planned to take place prior to the pre-election period for the Tees Valley Mayoral elections in early May, but have been slipped until after the general election and will now start in early July 2024.

1.6 Challenges and Risk

A delivery confidence assessment has been carried out for the re-baselined programme, which has concluded that:

Successful delivery to time, cost and quality appears **very likely** as there are no major outstanding issues at this stage that appear to threaten delivery of the programme.

TVCA continues to monitor risks at programme, investment package and project level to ensure delivery can be achieved as planned. The key programme level risks to delivery are currently:

Risk	Impact	Severity	Likelihood	Mitigation
As designs are refined the project costs exceed budget estimates	Inability to deliver all projects / original scope within the programme	High	Medium	<ul style="list-style-type: none"> Cost estimates include a contingency / risk allowance Elements of the programme are scalable so there is potential to defer some scope to future phases

				<ul style="list-style-type: none"> • Potential to secure additional funding from other sources • CRSTS2 programme includes provision for further phases of projects on priority corridors under the <i>"Package to deliver improvements to local journeys to access employment, education and training"</i> project.
Capacity in the construction supply chain	Inability to deliver all projects in the programme within timeframe	High	Medium	<ul style="list-style-type: none"> • Robust deliverability and procurement strategy in place, including early market engagement with delivery partners
Bus operators / train operating companies not delivering service requirements	Maximum benefit is not realised from the infrastructure investment	High	Medium	<ul style="list-style-type: none"> • Close working relationship with the bus operators through the Tees Valley Enhanced Partnership • Close working relationship with Network Rail, Rail North Partnership and Train Operating Companies • Risks identified and considered when final investment decisions are being made
Statutory processes	Project delivery is dependent upon securing the necessary approvals / consents	High	Medium	<ul style="list-style-type: none"> • Early engagement with local highway authorities and relevant parties to help ensure issues are addressed at an early stage • Political and stakeholder engagement and commitment • Robust consultation and engagement strategy

2 Making Cycling & Walking the Natural Choice for Shorter Journeys

2.1 Overview

The Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a long-term programme of investment estimated at £150 million, which will provide approximately 92 kilometres of new and improved routes. There are 12 projects identified in the CRSTS programme, which are priority schemes in the LCWIP.

CRSTS investment is being complemented by over £20m of Levelling Up Fund and Active Travel Fund money. Investment in the route infrastructure is supported by Active Travel England (ATE) Capability and Ambition Fund, which supports the active travel hubs in the Tees Valley being operated by Sustrans. The active travel hubs are the cornerstone of our efforts to encourage behaviour change and use of the new infrastructure.

2.2 Progress

Two schemes from the LCWIP programme, Woodland Road Phase 1 and Linthorpe Road Phase 1, have been completed using a combination of Active Travel Fund (ATF) and Transforming Cities Funds (TCF). Public consultation has been carried out on the next phases of each of these schemes to further extend the catchment into residential areas and enhance the connectivity to the town centres.

Whilst the Woodland Road scheme has proved successful, the Linthorpe Road scheme has been less so and has faced challenges. Whilst the level of pedestrian and cyclists use has grown significantly, there have been a number of injuries reported in the press as a result of the scheme and the removal of car parking is said to be having a detrimental impact on businesses in the area.

There has been steady progress on the other LUF and CRSTS funded schemes, which form part of the LCWIP Programme.

Public engagement on the proposals originally planned for 2023/24 was pushed back until after the Tees Valley Mayoral election in May 2024 and subsequently has had to be pushed back again until after the July General Election to follow government guidance on restrictions during the pre-election period. Overall, this has put us behind programme, however, detailed work is on-going to ensure that delivery can be achieved by March 2027.

The two schemes currently at the pre-delivery stage are the next phases expanding upon the already completed schemes. These have already been the subject of public consultation and are now going through the TVCA investment assurance process.

All the other 10 schemes are at various stages of project development. Public engagement will commence in July and in parallel TVCA is also engaging with ATE as the design work progresses.

Scheme Name	Project Stage				
	Early development	Advanced development	Pre-delivery	Delivery	Completed
Linthorpe Road Phase 2	✓	✓	✓		
Woodland Road Phase 2	✓	✓	✓		
Nunthorpe to Guisborough	✓				
A68 to Cockerton and Faverdale	✓				
Town Centre to Acklam and Hemlington	✓				
Norton to Stockton Town Centre	✓				
Redcar Town Centre to South Bank / Teesworks	✓				
A689 Hartlepool Town Centre to Wolviston	✓				
Yarm Road to Teesside International Airport Business Park	✓				
Marion Road to Nunthorpe	✓				
Thornaby to Stockton Town Centre	✓				
Hartlepool Town Centre to the Headland	✓				
Development of active travel hubs and cycle storage	✓				

2.3 Challenges and Risk

As outlined above, there have been some challenges, particularly following completion of the Linthorpe Road Phase 1 scheme. The scheme has been divisive in the community with some owners believing that the loss of car parking spaces has had a detrimental impact on their businesses and the overall area and pushing for the scheme to be removed. This is a challenge to delivering Linthorpe Road Phase 2 despite this project being at the pre-delivery phase.

Public engagement will begin on 9 LUF and 10 CRSTS active travel schemes in July, immediately following the General Election. Information from this will help to refine the design work which is currently on-going. Following the issues around the Linthorpe Road Phase 1 scheme, there remain risks around public and business acceptance of the wider proposals which are being developed.

The A689 Hartlepool Town Centre to Wolviston project was predicated on the CRSTS funding complementing the A689 Corridor Improvements Major Road Network (MRN) funding bid, which would have provided additional resource for further phases of the active travel route. Whilst the government announced that they will not fund the MRN bid, TVCA, in view of the strategic importance of the A689 to the growth of Hartlepool and the achievement of the Hartlepool Development Corporation objectives, now intends to take forward elements of the corridor improvements as a CRSTS2 funded project.

TVCA is fully engaging with ATE over the design of proposed schemes and this has led to useful feedback and suggested revisions. There are challenges with several projects where they form multi-modal access routes into town centres and therefore there is an overlap between an identified active travel and bus priority route. In these instances, compromises may need to be made to ensure the best holistic solution.

3 A Shared Commitment with the Operators to Transform the Tees Valley Bus Services and Grow Passenger Numbers

3.1 Overview

The Tees Valley Bus Service Improvement Plan is focused on a five-point delivery plan:

- sustainable network for the future;
- bus priority improvements;
- improved fare offer;
- enhanced customer experience; and
- decarbonising the bus fleet.

The CRSTS investment package is funding bus priority improvements on nine priority corridors. These corridors were identified following a comprehensive analysis exercise, which considered passenger flows, issues causing poor reliability, accessibility gaps, the level of service to key destinations and operator / local highway authority views of the issues and opportunities. There is some overlap between the nine priority corridors and in total there are 54 locations / areas where interventions are proposed. These include both technology led interventions linked to the Urban Traffic Management & Control (UTMC) system, where there is an opportunity to use the existing infrastructure more efficiently and locations where infrastructure improvements are proposed.

3.2 Progress

As with the active travel schemes, as set out in section 2, design work has commenced at locations across all of the 9 identified corridors. Where appropriate, schemes are being designed on a multi-modal basis, improving both bus priority and active travel infrastructure, but in some areas this is challenging due to pre-existing constraints.

Public engagement will begin in July, and provide an opportunity for feedback on the issues and opportunities that the proposed schemes are seeking to address. This will help to refine the design work which is underway.

As well as designing physical improvements to prioritise buses, the TVCA strategy also includes using technological interventions linked to the digital investment package and the Tees Valley UTMC system. This innovative approach, which is currently being developed, brings together live traffic data and artificial intelligence to assess in real-time strategies for managing traffic lights to achieve key strategic objectives for the highway

network. This technology enables the adoption of bus priority strategies, which will try to ensure that buses are on schedule and make minor adjustments to traffic signal timings to allow them to catch up time when they are running late. This work will begin testing on the Tees Valley network later in 2024.

Other work within the digital investment package is also being developed to support the bus network through the provision of better real-time information at bus stops.

Additionally, working with Arriva and Stagecoach, TVCA has managed to secure £22.2m of private sector investment and £7.8m of DfT ZEBRA Phase 2 funding to introduce 62 electric buses on routes in the Tees Valley operating from the Stockton, Redcar and Darlington depots. This contributes to achieve our BSIP vision and objectives and will improve the customer experience on a number of our identified bus priority corridors.

Scheme Name	Project Stage				
	Early development	Advanced development	Pre-delivery	Delivery	Completed
Darlington Branksome to Red Hall corridor	✓				
Redcar to Middlesbrough bus corridor	✓				
Middlesbrough to Hartlepool bus corridor	✓				
Middlesbrough to Ingleby Barwick bus corridor	✓				
Middlesbrough to Coulby Newham bus corridor	✓				
Middlesbrough to East Cleveland Hospital bus corridor	✓				
Middlesbrough to Netherfields / Overfields bus corridor	✓				
Darlington to Middlesbrough (via Stockton) bus corridor	✓				
Darlington to Durham bus corridor	✓				
Tees Valley wide Bus Shelter Improvements	✓				

3.3 Challenges and Risk

This investment package is susceptible to the programme risks identified in paragraph 1.5. A further challenge with this package is around predicting the shape of the future bus network and ensuring that the proposed investments remain good value for money in light of potential future changes. There were changes to the commercial network in the

Tees Valley in summer 2023, but given the importance of a number of these services, mitigations were put in place and subsidised services were introduced.

COVID-19 has undoubtedly changed travel patterns and whilst the recovery rate in the Tees Valley is better than in many areas, bus passenger numbers are still below the pre COVID-19 level. TVCA is working with bus operators through the Enhanced Partnership to plan a sustainable bus network for the future.

Furthermore, consideration needs to be given as to whether additional interventions can be delivered on the Middlesbrough to Hartlepool corridor, as previously it had been assumed that some of the interventions would be funded from the A689 Corridor Improvements MRN bid.

Prior to investment in the priority corridors, sensitivity checks will be carried out to ensure the value for money of the proposals.

4 Transforming the Tees Valley Rail System

4.1 Overview

The rail investment package includes upgrades to the Tees Valley rail infrastructure to address capacity constraints, which will enable additional passenger services to operate and / or existing services to run more reliably. This strand includes major investments at Darlington, Middlesbrough and Hartlepool stations.

A further project will address constraints along the Eaglescliffe to Northallerton route to provide a more direct and efficient route for shipping containers from the Teesside Freeport to the south, therefore creating additional freight capacity.

The third part of this investment package is about improving accessibility at a number of stations and providing better integration between rail and other modes of transport to create an integrated public transport system that enables onward journeys on foot, by bike and by bus.

As outlined earlier, as part of the re-baselining of the programme, some funding has been committed to development work on a new pipeline of rail projects for potential inclusion in the CRSTS2 programme.

4.2 Progress

At the end of 2023/24, of the 3 major station investment schemes identified above, 2 were in delivery and the third is at the pre-delivery stage. These projects were originally identified as part of the TCF Programme.

The Hartlepool Station project moved into delivery in September 2022 and whilst this was at an advanced stage of delivery in March 2024, work was completed and entry into service was achieved in May 2024. This enabled an enhancement to services on the Durham Coast Line with the Middlesbrough <-> Newcastle semi-fast service, which was introduced in December 2023, starting to call at Hartlepool from the June 2024 timetable change.

Over on the East Coast Main Line, £140m of improvement works at Darlington Station are being delivered through a collaboration between Network Rail and TVCA. The work led by Network Rail will improve capacity for new services through the construction of 2 new platforms, speeding up journey times and segregating some local services from the long-distance high-speed services. The work packages led by TVCA will improve the customer experience at the station by creating a new multi-storey car park, transport hub and station building and enhancing the station gateways.

Enabling work for the TVCA funded element of the Darlington Station project commenced in summer 2022, and main construction work on the multi-storey car park / station building commenced in May 2023, with completion due in Spring 2025. The Network Rail led work started in the second half of 2023. Full completion, opening and entry into service is due to be achieved in late 2025.

At Middlesbrough station, improvements have been delivered using other funding sources, but the main phase of works to construct a new platform and upgrade the rail infrastructure to create more capacity and operational flexibility is now reaching an advanced stage. With the announcement of CRSTS2, the funding strategy for this project has evolved and it is now proposed that this project will be delivered using locally available funds rather than bidding into the over-subscribed RNEP funding pot.

The Billingham Station scheme is a £3.6m upgrade funded by TCF / CRSTS, with a contribution from Stockton Borough Council and the remainder from the Access for All programme and Network Rail. A new and improved bridge has been installed, connecting the station's island platforms, and including two lifts providing step-free access and improving the passenger experience. As part of the project, the station's platforms have been rebuilt and a series of car park and access route improvements have also been made.

The Eaglescliffe Station improvement project had reached the pre-delivery stage by the end of March 2024 and has subsequently moved into delivery in early 2024/25.

Development work is continuing on all of the other investment packages. Network Rail is carrying out detailed feasibility work with a view to establishing a preferred option for achieving gauge clearance at Yarm Tunnel later in 2024, which will enable a Full Business Case to be submitted to RNEP to secure the additional funding required to deliver the scheme. Work has been commissioned by TVCA on improvements at a number of other stations, including North Road, Darlington (as part of the station accessibility and modal integration enhancements project), South Bank and British Steel Redcar (as part of the Teesworks stations and transport hubs project).

Further work is also to be commissioned, including development work on proposed CRSTS2 rail enhancement projects, with some of this to be funded from within either the station accessibility and modal integration enhancements project or the line speed and capacity improvement project.

Scheme Name	Project Stage				
	Early development	Advanced development	Pre-delivery	Delivery	Completed
Darlington Station	✓	✓	✓	✓	
Eaglescliffe Station	✓	✓	✓		
Middlesbrough Station (Phase 3) Note phase 1 delivered and phase 2 in delivery.	✓	✓			
Redcar Central Station Project	✓				
Hartlepool Station Platform Reinstatement	✓	✓	✓	✓	
Billingham Station Accessibility	✓	✓	✓	✓	✓
Teesworks Stations and Transport hubs	✓				
Station Accessibility and Modal Integration Enhancements	✓				
Line Speed and Capacity Improvements	✓				
Eaglescliffe to Northallerton W12 Gauge Clearance	✓	✓			

4.3 Challenges and Risk

Whilst many of the rail enhancement projects will bring performance and reliability benefits to the network, the key objective is to create additional capacity to allow service enhancements. Post COVID there remain challenges for government regarding the operational costs of the rail industry and therefore service enhancement proposals need to be robust with a clear business case for the additional investment.

Whilst some elements of the Darlington Station project were de-scoped by the Department for Transport on the basis of not being eligible for RNEP funding, TVCA has been successful in working with key project partners (LNER and Network Rail) to pursue alternative funding strategies and attract additional investment to ensure these locally important parts of the scheme are still being delivered. Failure to attract AfA funding for improvements to the western gateway to the station remains a challenge to the overall objectives of the scheme.

As identified earlier, the Eaglescliffe to Northallerton W12 gauge clearance project, currently in development, is seeking an RNEP funding contribution to complement the CRSTS allocation. Whilst this project presents a strong value for money proposition, which will be confirmed with the submission of the Full Business Case, securing the additional money required remains a risk to the delivery of the scheme.

As identified earlier, the Middlesbrough Station improvement project is now not seeking RNEP funding, but instead it is proposed that it is delivered with additional devolved funding from the CRSTS2 programme. Whilst this provides more control over the delivery of the project, further discussions may be required as this project is scheduled to commence delivery in 2025 and complete in 2026, which is in advance of the CRSTS2 programme.

Working with Northern, bids for AfA funding to deliver accessibility improvements at Redcar Central and Redcar East stations have been unsuccessful and therefore consideration now needs to be given to alternative funding strategies to deliver out these schemes.

5 Positioning Tees Valley at the Forefront of Decarbonising Transport

5.1 Overview

The planned investment in electric vehicle (EV) charging infrastructure is a further phase of the roll-out currently being delivered by TVCA using Transforming Cities Fund (TCF) and additional funding secured from the Office for Zero Emission Vehicles (OZEV). This has enabled the delivery of 145 chargers in 32 public car parks.

5.2 Progress

Following this initial phase of work, TVCA has developed a delivery plan for further roll-out of EV charging infrastructure, including seeking to deliver a step change in the scale of deployment of local, primarily low powered, on-street charging infrastructure and accelerating the commercialisation of, and investment in, the local charging infrastructure sector.

This delivery plan has formed the basis of TVCA’s submission to the Local Electric Vehicle Infrastructure (LEVI) fund and has enabled the Combined Authority to secure £6.5m of funding. This has been the focus of activity during 2023/24 and further consideration is now being given as to where the CRSTS allocation can be used to add value to the LEVI programme. This work is at an early stage of development.

Scheme Name	Project Stage				
	Early development	Advanced development	Pre-delivery	Delivery	Completed
Electric vehicle programme	✓	✓			

5.3 Challenges and Risk

The key challenge with this package of investment is ensuring that the focus is on addressing market failure, whilst seeking to attract commercial investment where this is viable and offering a consistent approach across the Tees Valley. This has been carefully managed in the delivery of the roll-out to date and will continue to be so in future phases of delivery.

6 Putting the Tees Valley at the Heart of the Digital Transport Revolution

6.1 Overview

This investment package builds upon a project delivered using TCF, which has seen significant investment in the Tees Valley Urban Traffic Management and Control (UTMC) system to connect more assets and enable increased use of technology to manage the highway network and make it work more efficiently. Much of this is being delivered collaboratively, working with National Highways on collaborative traffic management to ensure an integrated approach between the Strategic Road Network and the local network, working with Network Rail to provide real-time messaging about a level crossing, which can cause significant traffic queues, and working with Cleveland Police.

6.2 Progress

Following the TCF investment programme, which was a priority for 2022/23, development work has continued on the three, inter-linked, elements of digital investment identified in the programme business case.

The digital investment package contributes to improvements to a number of other investment packages within the CRSTS Programme. As identified above there has been a particular focus during 2023/24 on the enabling work on bus priority at junctions through the use of smart technology, and development work on real-time information, which supports the bus investment package

During the year an additional £2.5m of funding has also been secured from the Traffic Signals Obsolescence Grant (TSOG), which will complement this investment package by upgrading obsolete traffic signal systems. This will improve reliability and enable connection to the Tees Valley UTMC system.

Scheme Name	Project Stage				
	Early development	Advanced development	Pre-delivery	Delivery	Completed
Digital transport programme - Data Platform	✓	✓			
Digital transport programme - Digital Services	✓	✓			
Digital transport programme - Digital Twin	✓	✓			

6.3 Challenges and Risk

The key challenge and risk with digital investment is ensuring that money is spent on the right technology and keeping up with the speed of change. The employment of a dedicated Digital Transport Programme Manager has increased the in-house knowledge and experience in this area and has helped to further de-risk the project.

7 Ensuring Everyone Can Access Opportunity

7.1 Overview

This investment package builds upon projects that are already in delivery. The Wheels to Work scheme was a successful pilot project between 2019 and 2021, enabling people to access work or education by hiring a motorbike at a subsidised cost. There was significant demand and so the scheme was extended and expanded for the period 2021 to August 2024. The fleet is now 100% green with the purchase of electric motorbikes and subsequently e-bikes. The CRSTS allocation has been earmarked for future fleet renewal.

In addition, this investment package included an allocation of funding to deliver the Tees Flex on-demand bus service, potentially through a different funding model, which sought to reduce the revenue cost by making a capital investment in the vehicles. The Tees Flex service also currently operates until August 2024.

7.2 Progress

At the end of 2023/24, the Wheels to Work scheme was being reviewed in order to consider whether it should be extended and if so, where this could be funded from. A decision will be made in summer 2024/25 on the next steps regarding Wheels to Work and Tees Flex.

Whilst these projects both have CRSTS allocations to support the capital costs of delivery, the challenge is that they both also require considerable revenue support to enable them to operate.

As part of the CRSTS2 indicative programme agreed by TVCA Cabinet in January 2024, it was proposed to work towards “implementing solutions to overcome barriers to employment.” Work has been commissioned to assess needs and propose potential new schemes which would support this objective being achieved.

Scheme Name	Project Stage				
	Early development	Advanced development	Pre-delivery	Delivery	Completed
Wheels to Work (Capital) April 2024 - March 2027	✓				
Tees Flex On-Demand (Capital) Aug 2024 – March 2027	✓				

7.3 Challenges and Risk

The current challenge for both schemes is around finding revenue funding to support their continuation.

There are indications that if this can be resolved and the Wheels to Work scheme is to continue, then the e-motorbike fleet may not need replacement as early as originally anticipated on account of improved maintainability and resilience meaning better vehicle utilisation. This may mean that the project expenditure will be pushed back to later in the programme.

Similarly, if the Tees Flex on-demand service is to continue, then this is likely to be funded using BSIP funding in 2024/25. Further work needs to be done on the alternative delivery model, to determine whether this capital funding allocation will be needed or can be reallocated to other projects.

8 Transforming Town Centre Accessibility

8.1 Overview

This allocation in the CRSTS Programme is linked to major town centre regeneration activities taking place across the Tees Valley and recognition that further investment may be needed in the transport infrastructure to support wider objectives.

A focus of this investment package is the Hartlepool Development Corporation (HDC) and Middlesbrough Development Corporation (MDC), which have been created by TVCA to speed up housing and economic growth in these areas. Additionally, there is a recognition that significant changes are taking place in Stockton, Darlington and Redcar town centres.

8.2 Progress

HDC and MDC were formally created at the beginning of 2023/24. Masterplans have been developed to transform each of the towns by redeveloping key zones and seeking to boost investment. Key housing and regeneration projects are currently in development. Indicative transport infrastructure projects to support the delivery of the masterplans to improve connectivity within, and improve access to / from the town centres, and to maximise the impact of other investments are currently being developed.

In Hartlepool, one project in development is a proposal to enhance connectivity between the new platform at the railway station and the marina as a key trip attractor and a proposed new residential development area.

In Middlesbrough, the focus is on the connectivity between the railway station and the bus station, including the potential redevelopment of the bus station to provide a modern transport interchange. The delivery of this project has been identified as a potential CRSTS2 project to be delivered from April 2027, with development work to commence in 2024/25 to understand the constraints and opportunities.

Potential transport projects in other town centres are currently being developed, to complement other investments being developed and delivered using Town Deal funding, Levelling Up Funding and other sources of investment.

Scheme Name	Project Stage				
	Early development	Advanced development	Pre-delivery	Delivery	Completed
Transforming Town Centre Accessibility	✓				

8.3 Challenges and Risk

Inflation and supply chain issues remain a challenge for the delivery of this investment package. However, there is an opportunity to ensure that the priorities identified within the masterplans are scoped to the budget allocation in the investment package. The proposed projects will build upon and complement the existing CRSTS projects that are being delivered in Middlesbrough and Hartlepool town centres.

The key challenge is ensuring that these projects can be developed and delivered quickly to support the overall MDC objectives and the rapid developer investment that is being sought. Close working relationships have been established with the MDC team to ensure that transport is embedded into the masterplan development. There is a need to ensure a holistic approach and a clear understanding of the interfaces between all the projects being delivered in the areas.

9 Ensuring the Road Network can facilitate sustainable growth

9.1 Overview

The integration within the CRSTS Programme of the Integrated Transport Block, Highway Maintenance Block and Pot Hole funding, has provided an opportunity for the local highway authorities in the Tees Valley to take a long-term approach to scheme delivery.

9.2 Progress

The local highway authorities have been provided with funding agreements for their allocations for the period 2022/23 to 2026/27, subject to annual re-confirmation. Currently this is assumed to be equally split per annum across the period, but some local highway authorities are re-profiling to enable early delivery of priority schemes.

9.3 Challenges and Risk

The allocation within the CRSTS programme was based upon the amount awarded in 2021/22, with no inflationary allowance over future years. With the current levels of construction inflation there is pressure on this budget and the amount of maintenance/improvement schemes that the local highway authorities can deliver.

Appendix A - CRSTS delivery plan

Name of Scheme	Description	Location	Start of project delivery	Completion date
Linthorpe Road Phase 2	<p>Provision of safe facilities for pedestrians and cyclists along Linthorpe Road between Ayresome Street and Cumberland Road. This will complement the existing Phase 1 scheme between Borough Road and Ayresome Street and together will provide a continuous link between Linthorpe Village and Middlesbrough Town Centre. In addition to CRSTS funding this scheme has also attracted Active Travel Fund - tranche 3 money to support delivery.</p> <p>All work on this scheme has stopped linked to the review of Linthorpe Road Phase 1.</p>	Middlesbrough	<p>Originally 31/03/2023</p> <p>Revised dates submitted in rebaselining but project now on-hold</p>	<p>Originally 31/03/2024</p> <p>Revised dates submitted in rebaselining but project now on-hold</p>
Woodland Road Phase 2	<p>The Woodland Road Phase 2 scheme will provide safe facilities for pedestrians and cyclists along Woodland Road (A68) between Hollyhurst Road and Deneside. This will complement the existing Phase 1 scheme between Hollyhurst Road and Skinnergate and together will provide a continuous link between Cockerton and Darlington Town Centre. In addition to CRSTS funding this scheme has also attracted Active Travel Fund - tranche 3 money to support delivery.</p>	Darlington	<p>31/03/2023</p> <p>Revised dates submitted in rebaselining</p>	<p>31/03/2024</p> <p>Revised dates submitted in rebaselining</p>
Nunthorpe to Guisborough	<p>The Nunthorpe to Guisborough Cycleway Phase 1 Scheme will provide a continuous off-road walking and cycling link between Nunthorpe, at the southern edge of Middlesbrough and the town of Guisborough.</p> <p>Potential delays to the delivery of this scheme whilst agreement is reached with Network Rail over land acquisition.</p>	Middlesbrough / Redcar and Cleveland	<p>31/03/2023</p> <p>Revised dates submitted in rebaselining</p>	<p>31/03/2024</p> <p>Revised dates submitted in rebaselining</p>

A68 to Cockerton and Faverdale	This scheme will continue the route from Woodland Road Corridor phases 1 & 2 and extend existing cycling and walking provision to link Darlington Town Centre and Cockerton with the economic development site at Faverdale.	Darlington	31/03/2024 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Town Centre to Acklam and Hemlington	This scheme will continue the route from Linthorpe Road Corridor phases 1 & 2 and extend existing cycling and walking provision to link Middlesbrough Town Centre and Linthorpe with the residential areas of Acklam and Hemlington. Delivery of this scheme is currently on hold given the on-going review of Linthorpe Road Phase 1 and Phase 2 schemes.	Middlesbrough	31/03/2025 No change in rebaselining	31/03/2026 No change in rebaselining
Norton to Stockton Town Centre	This scheme will provide safe facilities for pedestrians and cyclists along the Norton Road Corridor between Stockton Town Centre and Norton. The scheme will be delivered in two phases and onward links to Billingham will also be developed in phase 3.	Stockton	31/03/2024 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Redcar Town Centre to South Bank / Teesworks	This scheme will provide safe facilities for pedestrians and cyclists between Redcar Town Centre and South Bank, via the Teesworks site. It is a key access corridor to the major employment site from Redcar and Middlesbrough. The scheme will be delivered in phases	Redcar	31/03/2024 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
A689 Hartlepool Town Centre to Wolviston	This scheme will provide safe, largely off-road facilities for pedestrians and cyclists along the A689 between Hartlepool Town Centre / Transport Interchange, and Wynyard and Billingham to the south. It will link a number of new housing developments in the southwest of Hartlepool with employment sites in Hartlepool and seal sands. This scheme will be delivered in phases. In addition to CRSTS funding delivering all phases of this scheme is dependent upon securing funding from the DfT's Major Road Network programme for the A689 Corridor Improvements bid.	Hartlepool	31/03/2024 Revised dates submitted in rebaselining	31/03/2026 Revised dates submitted in rebaselining

	This project has not managed to secure MRN funding and therefore the current proposed funding strategy is to deliver the A689 corridor improvements with CRSTS2 funding (subject to DfT approval).			
Yarm Road to Teesside International Airport Business Park	This scheme will provide safe facilities for pedestrians and cyclists along the A67 between Darlington Town Centre/Darlington Railway Station and heading towards the Teesside International Airport and nearby villages. In addition to linking a number of residential areas with employment sites in Darlington Town Centre and on the outskirts of Darlington, it will also link with the growing demand at the airport.	Darlington	31/03/2024 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Marton Road to Nunthorpe	This scheme will provide safe facilities for pedestrians and cyclists along Marton Road between Middlesbrough Town Centre and James Cook University Hospital and Nunthorpe. This will link a number of residential areas with employment sites in Middlesbrough Town Centre and at the hospital. This scheme will be delivered in phases.	Middlesbrough	31/03/2024 Revised dates submitted in rebaselining	31/03/2026 Revised dates submitted in rebaselining
Thornaby to Stockton Town Centre	This scheme will provide safe facilities for pedestrians and cyclists between Thornaby Town Centre and Stockton Town Centre. This will link a number of residential areas with employment sites and Thornaby station.	Stockton	31/03/2024 Revised dates submitted in rebaselining	31/03/2026 Revised dates submitted in rebaselining
Hartlepool Town Centre to the Headland	This scheme will provide safe facilities for pedestrians and cyclists between Hartlepool Headland and Hartlepool Town Centre/Transport Interchange. This will link a number of residential areas with employment sites.	Hartlepool	31/03/2024 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Development of active travel hubs and cycle storage	Capital investment in the establishment of new active travel hubs across the Tees Valley to provide a focal point for behaviour change activity to encourage walking and cycling. On-going operation of the Active Travel Hubs dependent upon securing Capability Fund revenue.	Tees Valley wide	31/03/2023 No change in rebaselining	31/03/2024 No change in rebaselining

	<p>Delivery of this project is challenging given the uncertainty and lack of long-term funding from ATE.</p>			
Darlington Station*	<p>Darlington Station is the largest rail investment project taking place in Tees Valley and is fundamental to the delivery of the Tees Valley Combined Authority's vision for rail service improvements. Located on the East Coast Main Line (ECML), the Darlington Station project is a fundamental part of the investment programme north of York, as outlined in the Government's Integrated Rail Plan. In addition to CRSTS funding this scheme is seeking funding from DfT's Rail Network Enhancements Pipeline</p> <p>*Scheme retained by DfT and subject to business case approval by HMG</p>	Darlington	<p>30/09/2022</p> <p>Project has started and is in construction</p>	<p>31/11/2024</p> <p>Revised to 31/12/25 for delivery of whole project including Network Rail led elements</p>
Eaglescliffe Station	<p>Eaglescliffe Station is currently only accessible from the eastern side of the railway lines. In terms of vehicular access, the station car park is at or near capacity and there is no scope for expansion due to the site constraints. Hence, this scheme involves the construction of a new access road and car park on the west side, a new fully accessible footbridge and station enhancements.</p>	Eaglescliffe	<p>31/10/2022</p> <p>Revised to 30/04/2024. Project is now in construction in 2024/25</p>	<p>31/03/2024</p> <p>Revised to 31/08/2025 in rebaselining</p>
Middlesbrough Station	<p>This is the third phase of improvements at Middlesbrough Station. The current operational layout means that there are a number of performance and reliability issues and a capacity constraint, which acts as a barrier to the delivery of new services and extends journey times. This proposal comprises rail infrastructure, including the construction of a new platform to improve capacity, reduce journey times and provide resilience. In addition to CRSTS funding this scheme is seeking funding from DfT's Rail Network Enhancements Pipeline</p> <p>Funding strategy has now changed and TVCA is seeking to fund this</p>	Middlesbrough	<p>31/12/2023</p> <p>Revised dates submitted in rebaselining</p>	<p>30/11/2024</p> <p>Revised dates submitted in rebaselining</p>

	project using CRSTS2, subject to DfT approval, instead of RNEP to give greater control of timescales for investment assurance and certainty over being able to deliver the project.			
Redcar Central Station Project	The CRSTS proposal at Redcar Central Station comprises the construction of a new footbridge, building repair work and improving walking, cycling and bus connectivity. Consideration needs to be given to a funding strategy for the delivery of this project in full given that AfA funding has not been secured.	Redcar	01/04/2024 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Hartlepool Station Platform Reinstatement	Hartlepool Station is currently a key constraint on the Durham Coast Line on account of it having only one operational platform for through trains, despite there being two tracks through the station. The proposal at Hartlepool Station comprises re-opening the disused platform and constructing a new footbridge / lifts. This project was completed and entry into service was achieved in May 2024 enabling additional services to operate from the station from 2 nd June.	Hartlepool	31/08/2022 No change in rebaselining	30/06/2023 Revised to 30/06/2024 in rebaselining
Billingham Station Accessibility	Billingham Station is an island platform and is currently the only station on the Tees Valley rail network which doesn't have step free access to either of its platforms. The proposal at Billingham Station includes installing a new footbridge to replace the previous life-expired one and lifts, along with reconfiguring current car parking. This project was completed in November 2023 enabling improved access to the station for passengers.	Billingham	01/07/2022 Project has completed	30/06/2023 Project has completed

<p>Teesworks Stations and Transport hubs (South Bank Station and British Steel Redcar Station Improvements)*</p>	<p>Teesworks is the UK's largest regeneration site and is critical to the transformation of the Tees Valley economy. A railway line from Middlesbrough and Redcar runs through the site with Redcar British Steel Station providing good access to the east of the site and South Bank Station provide good access to the west of the site and the adjacent residential community. The proposal involves refurbishing the stations, enhancing facilities and seeking to improve accessibility.</p> <p>*Scheme retained by DfT and subject to business case approval by HMG</p>	<p>South Bank</p>	<p>31/03/2024</p> <p>No change in rebaselining</p>	<p>31/03/2026</p> <p>No change in rebaselining</p>
<p>Station Accessibility and Modal Integration Enhancements</p>	<p>Programme involves a number of improvements across stations in the Tees Valley. Proposals across the 16 identified stations include improved cycling and parking infrastructure, pedestrian accessibility, bus connectivity, car parking facilities and working with the rail industry to secure additional funding to deliver passenger enhancements at the stations.</p> <p>Funding from this project is also to be used to develop several proposals identified in the CRSTS2 indicative programme as approved by TVCA Cabinet in January 2024 and agreed by the DfT as part of CRSTS1 overprogramming.</p>	<p>Tees Valley wide</p>	<p>31/03/2023</p> <p>Revised dates submitted in rebaselining</p>	<p>31/03/2025</p> <p>Revised dates submitted in rebaselining</p>
<p>Line Speed and Capacity Improvements</p>	<p>The purpose of this project is to:</p> <ul style="list-style-type: none"> * review and prioritise the pinchpoint locations where infrastructure improvements are needed; and * work with Network Rail to identify where line speed improvements can be delivered to speed up journey times. <p>Funding from this project is also to be used to develop several proposals identified in the CRSTS2 indicative programme as approved by TVCA Cabinet in January 2024 and agreed by the DfT as part of CRSTS1 overprogramming.</p>	<p>Tees Valley wide</p>	<p>31/03/2024</p> <p>Revised dates submitted in rebaselining</p>	<p>31/03/2026</p> <p>Revised dates submitted in rebaselining</p>

Eaglescliffe to Northallerton W12 Gauge Clearance*	<p>This project will provide a more direct W12 gauge cleared route to the East Coast Main Line (ECML) to enable more freight to be moved efficiently by rail, particularly between the Northallerton and Stockton Cut Junction. In addition to CRSTS funding this scheme is seeking funding from DfT's Rail Network Enhancements Pipeline.*</p> <p>*Scheme retained by DfT and subject to business case approval by HMG</p>	Yarm Town / Northallerton	31/09/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Darlington Branksome to Red Hall corridor	<p>This corridor provides connectivity into Darlington town centre and offers links to employment and leisure opportunities along with an interchange to rail at Darlington station. This corridor serves local communities where car ownership is less than 50%, alongside providing access to local employment sites. Future developments have been identified along the corridor.</p>	Darlington	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Redcar to Middlesbrough bus corridor	<p>This corridor provides an important connection to the major trauma centre and district general hospital at James Cook and Redcar Primary Care Hospital. The corridor offers links to employment opportunities by serving communities across the region, several of which have low car ownership and rely on bus services to access employment and education opportunities.</p>	Redcar / Middlesbrough	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Middlesbrough to Hartlepool bus corridor	<p>This corridor provides connectivity between three key centres: Middlesbrough, Stockton and Hartlepool and offers an interchange with the rail network at Hartlepool and Thornaby, alongside serving various local communities. The corridor provides Hartlepool residents with a public transport link to employment attractors located in town centres and industrial parks along the A689.</p>	Middlesbrough / Hartlepool	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining

Middlesbrough to Ingleby Barwick bus corridor	This corridor provides an important link into Middlesbrough town centre and offers links to employment, education and leisure facilities together with an interchange with the rail network at Allens West. The corridor serves many communities in Stockton district who rely on bus journeys due to low car ownership.	Middlesbrough / Ingleby Barwick	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Middlesbrough to Coulby Newham bus corridor	This corridor offers an important connection between an area of development south of Middlesbrough and Middlesbrough town centre. The corridor offers a public transport link for various communities in the region, providing accessibility to employment, educational and leisure facilities.	Middlesbrough / Coulby Newham	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Middlesbrough to East Cleveland Hospital bus corridor	This corridor serves both Middlesbrough and Redcar & Cleveland residents, offering connectivity from Middlesbrough to Teesport and the development area of Teesworks / Tees Valley Freeport. The corridor connects various local communities to employment, leisure, education and healthcare facilities.	Middlesbrough / Redcar	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Middlesbrough to Netherfields / Overfields bus corridor	This corridor provides connectivity into Middlesbrough town centre for various local communities where car ownership is below 50%, allowing them to access employment, educational and leisure opportunities.	Middlesbrough	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Darlington to Middlesbrough (via Stockton) bus corridor	This corridor provides connectivity between three key centres: Darlington, Stockton and Middlesbrough and interchanges with the rail network at Thornaby. The corridor offers a public transport link to employment attractors both in the town centres and at industrial estates out of town, meaning that employees can travel across districts to access employment.	Darlington / Middlesbrough	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining

Darlington to Durham bus corridor	This corridor serves various communities in both Tees Valley and Durham County Council, offering connectivity into Darlington and Durham centres and links to employment, leisure and education opportunities. The corridor requires a collaboration between the neighbouring authorities to ensure that aspirations and proposals along the corridor are aligned between neighbouring authorities and bus operators.	Darlington	01/01/2023 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Tees Valley wide Bus Shelter Improvements	Tees Valley wide project to complement the bus corridor work by developing a hierarchy of bus shelter provision and specifying the expected level of provision / facilities for each category. It is envisaged that the level of provision / facilities will be of a higher specification on the key bus corridors. Concession contract has been procured and awarded for commercially attractive bus shelters where advertising space can be sold. Focus of attention now turning to the local authority maintained shelters.	Tees Valley wide	01/01/2023 Revised dates submitted in rebaselining	31/03/2024 Revised dates submitted in rebaselining
Electric vehicle programme	TVCA is committed to delivering a step-change in the provision of electric vehicle charging infrastructure, which is one of the main deterrents for people considering a transition to electric vehicles. The Combined Authority has already started to create a comprehensive network of charge points to kickstart the transition to electric vehicles. This project will build upon the initial phase of roll-out. LEVI funding secured to accelerate delivery of on-street electric vehicle charging infrastructure in accordance with the EV delivery plan.	Tees Valley wide	31/03/2024 Revised dates submitted in rebaselining	31/03/2025 Revised dates submitted in rebaselining
Digital transport programme - Data Platform	A data platform will form the foundational digital infrastructure for TVCA, allowing for data analytics capabilities. It will enable data to be collected, aggregated, analysed and shared. It will provide convenient	Tees Valley wide	31/03/2023 Revised dates submitted in rebaselining	31/03/2024 Revised dates submitted in rebaselining

	access for TVCA and third parties to work with data to gain insights and identify trends.			
Digital transport programme - Digital Services	Digital services are the customer-facing offering that will enable TVCA to communicate, engage and interact with users. Digital services can take many forms, from web-based, to mobile applications, or voice activated services and interactive installations, offering a range of services such as real-time data, integrated parking services and customer services.	Tees Valley wide	31/03/2023 Revised dates submitted in rebaselining	31/03/2024 Revised dates submitted in rebaselining
Digital transport programme - Digital Twin	A Digital twin is a virtual digital replica of an asset or system that incorporates associated real-time data during operation, allowing for greater understanding and network performance of the asset. Digital twins enable modern digital analysis techniques, such as condition-based monitoring and predictive analysis, to plan for the continued functioning of the infrastructure. A Digital twin will enable TVCA to better envision, design, build, operate, maintain and manage virtually everything in the built environment.	Tees Valley wide	31/03/2023 Revised dates submitted in rebaselining	31/03/2024 Revised dates submitted in rebaselining
Wheels to work (Capital) April 2024 - March 2027	The project leases electric motorcycles to working age people at a subsidised rate for a short period enabling individuals to access to employment, training or education where public transport is not a viable option. Extension of the current scheme beyond 2023/24 is subject to evaluation. CRSTS will be used to fund the replacement of the vehicle fleet. In addition to CRSTS capital funding the extension of this scheme will need revenue funding to support the operational costs.	Tees Valley wide	01/04/2024 Revised dates submitted in rebaselining	31/03/2027 No change in rebaselining

Tees Flex On-Demand Service	Tees Flex is an on-demand bus service currently in operation as a 3-year pilot project. Extension of this project is subject to evaluation of the pilot. CRSTS will be used to fund the provision of new vehicles. In addition to CRSTS capital funding the extension of this scheme will need revenue funding to support the operational costs.	Parts of Tees Valley where there is limited commercially operated public transport	01/03/2023 Revised dates submitted in rebaselining	31/03/2027 No change in rebaselining
Local Highway Authority Consolidated Funding	This is an allocation of funding for each of the five local authorities and is a 5-year settlement based upon the level awarded for 2020/21	Tees Valley wide	Started No change in rebaselining	31/03/2027 No change in rebaselining
Transforming Town Centre Accessibility	Ensuring that transformational transport interventions can be implemented to help meet the ambition and support the delivery of the proposed Hartlepool and Middlesbrough Mayoral Development Corporations and other town centre major regeneration projects. Masterplanning work is to commence later in 2022/23, following designation of the Mayoral Development Corporations and will help to define the specific investment proposals	Hartlepool / Middlesbrough / Other major town centre regeneration projects	31/03/2024 No change in rebaselining	31/03/2027 No change in rebaselining
Over-programming	Additional scope on Transforming Town Centre accessibility	TBC	TBC	TBC
Over-programming	Additional scope on: * Wheels to work (Capital) April 2024 - March 2027, or * Tees Flex On-Demand Service	TBC	TBC	TBC
Over-programming	Additional scope on Digital Transport Programme packages	TBC	TBC	TBC
Over-programming	Additional scope on Electric Vehicle Programme	TBC	TBC	TBC
Over-programming	Either additional scope on identified schemes which may have to be value engineered if inflation continues to exert pressure on the identified scheme costs Or Delivery of additional interventions identified during further project development work on each of the 9 corridors	TBC	TBC	TBC

Over-programming	Additional scope on: * Station Accessibility and Modal Integration Enhancements, or * Line Speed and Capacity Improvements	TBC	TBC	TBC
Over-programming	Either additional scope on identified schemes which may have to be value engineered if inflation continues to exert pressure on costs, or delivery of other phases of active travel corridors identified in the Tees Valley Local Cycling and Walking Improvement Plan.	TBC	TBC	TBC

Appendix B – Images from projects that are completed or currently in construction

Billingham Station



Image of the new bridge and lifts at Billingham Station, which now provide step-free access to the island platform allowing passengers easier access to services north towards Hartlepool and Newcastle and south towards Stockton and Middlesbrough.

Darlington Station



Aerial image of the multi-storey car park and station building in the centre left of the picture, with the transport interchange and short-stay parking to the bottom right. The area for the new platforms is just visible above the building.



Aerial image of Darlington Station showing the old station building with the clock tower to the fore and the new station building to the rear.

Hartlepool Station



Aerial image of the newly completed Hartlepool Station platform 3 to the top of the picture with the new canopy running along the length of the platform. The new lifts and footbridge can be seen to the left of the image. Previously all trains between Newcastle and Middlesbrough, stopping at Hartlepool station, had to use platform 2 so this project has effectively doubled the capacity at the station. The new platform is expected to bring performance and reliability benefits to existing services, whilst also enabling a new semi-fast Newcastle <-> Middlesbrough service to be introduced every other hour. TVCA and Northern share an aspiration for this to become an hourly service but this requires capacity constraints elsewhere on the route to be resolved.

Eaglescliffe Station



CGI Image of the new bridge and lifts as Eaglescliffe Station, which will provide step-free access to the existing car park as shown on the left, to the island platform allowing passengers easier access to services north towards Hartlepool and Middlesbrough and south towards Yarm, Northallerton and onwards to York, and to a new car park and the business park to the right of the image.