



Transport for the Future

The Local Implementation Plan for transport in Redcar & Cleveland





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Forward



Welcome to the Council's new transport plan which will guide investment in the Borough's transport network until 2030 and beyond as part of the Tees Valley Strategic Transport Plan.

Through this ambitious programme we will work with partners to make the Borough a fantastic place to live, work, do business, visit and enjoy. We particularly want to be ready for the transformational investment by businesses at Teesworks located along the south bank of the River Tees and at Freeport Teesport.

We have based the plan on evidence including from

travel needs surveys with residents and businesses. In the surveys, you told us about your travel to work, healthcare, shops, leisure and other destinations. You also told us about your views on future transport including the need for better cycle routes, improved public transport and highway maintenance.

I commend this plan to you.

A handwritten signature in black ink, appearing to read 'Cliff Foggo'.

Councillor Cliff Foggo

Portfolio Holder for Highways & Transport



Introduction

This investment plan is part of the Tees Valley Strategic Transport Plan (STP) and sets out the Council's priorities for transport, as the Borough experiences significant investment in industry (Teesworks), housing, the visitor economy and at Freeport Teesport while becoming a zero carbon area. The schemes listed in this plan will contribute to a place where people can more easily choose to walk, cycle, use the bus or train as well as the car to move around. They will also help people get to where they need to be; be that work, school, the shops, leisure facilities or other destinations. The schemes are in addition to those being delivered by the Tees Valley Combined Authority of benefit to the Borough.

This plan is linked to other work to tackle climate change, improving the appearance and environment of the Borough whilst supporting residents' and facilitating their prosperity by investing money wisely. Our work in these areas is summarised in our Corporate Plan for 2021/24 "Our Flourishing Future".

Our Borough

Redcar and Cleveland is the largest Borough in the Tees Valley at around 96 square miles, combining industrial advantages with a rich fabric of cultural opportunity, well connected to the Tees Valley, the UK and international markets. Alongside these larger scale opportunities, the Borough's diverse network of towns and villages provide opportunities for residents to live and work within vibrant, engaging communities.

Redcar and Cleveland's industrial assets, including the Wilton Petrochemical Complex, the Teesworks site and Teesport are the powerhouse that will drive forward the Tees Valley economy and generate a significant element of the high value employment that is set out in the Strategic Economic Plan.

Whilst the Borough is already well connected to freight and passenger transport networks, there is much more that needs to be done to facilitate the transformative proposals set out in plans such as the Borough's Climate Change Strategy. This document sets out an investment strategy, which coupled to the investment plans in the other parts of the STP, will further our ambition to enable residents to get to work, healthcare, shops and to other destinations sustainably and conveniently. The investment will also make sure that our transport networks mean that businesses choose to locate and grow in the Borough.

The investment strategy covers all types of transport, both within the Borough and outside it, to ensure that connectivity continually improves to benefit every community. Whilst many of the actions are scheduled for delivery by 2030, we are already starting to plan for the longer term by beginning the process to deliver infrastructure such as the Eastern Tees Crossing.

To fund and deliver the Plan, we will work closely with the Tees Valley Combined Authority, Transport for the North, Government and other organisations such as National Highways and Network Rail.



The plan

This document is structured as follows: -

- **Chapter 1** sets out the context for transport in the Borough, including how the Plan fits within the wider Tees Valley STP (this plan needs to be read alongside the other documents to understand the whole picture)
- **Chapter 2** outlines the travel and transport issues for the Borough picking up on the themes raised during the engagement and evidence collection processes
- **Chapter 3** sets out our proposals that will tackle these issues and facilitate our ambitions for the Borough economically, environmentally and socially
- **Chapter 4** introduces the associated delivery strategy which sets out the schemes by type of transport, the planned year of delivery and current funding status.
- **Chapter 5** deals with monitoring and governance arrangements.





Our priorities

Our proposals seek to:

1. Better connect all residents, visitors and businesses to the places they need to get to, when they need to go.
2. Promote sustainable travel, including providing for active travel.
3. Maintain and improve the condition of our transport network so that it meets future needs.





The Tees Valley Strategic Transport Plan

Strategic context

The Strategic Transport Plan (STP) reflects the ambition and requirements of national and sub-national plans such as the UK Industrial Strategy, those prepared by Transport for the North and other plans prepared by the Combined Authority such as those dealing with the economy. Making sure that our proposals fit with the ethos of the Plan will maximise our ability to deliver schemes benefitting local people. A summary of the various plans is shown in Appendix A.



The national strategy

The United Kingdom (UK) Transport Investment Strategy (2017) sets out how investment worth over £63.6bn will support the nation's transport infrastructure and develop future transport technologies in partnership with private sector transport providers. The objectives of the Strategy are to:

1. Create a more reliable, less congested, and better connected transport network that works for the users who rely on it.
2. Build a stronger, more balanced economy by enhancing productivity, supporting local economies and taking advantage of global opportunities.
3. Support the creation of new housing.

In delivering the UK Investment Strategy, the Government will work with Transport for the North, a sub-national transport body for the north of England as well as infrastructure providers such as National Highways and Network Rail. Key principles are that schemes will be affordable, deliverable, adaptable to future needs, future technologies and circumstances, as well as being environmentally and socially beneficial.

Within the Borough, the UK Investment Strategy will support the

www.redcar-cleveland.gov.uk/transport

case for future investment in the Strategic Road Network serving the Borough (the A19(T), A66(T) & A174(T)) as well as the forthcoming Major Road Network. It will also cover investment in the national rail network serving the Borough for example, by improving the East Coast Main Line and delivering better infrastructure for freight trains.

People and businesses need not only to get around the Borough and across the UK, but also to connect with the rest of the world. Our local international gateways are Teesport – currently the UK's fifth largest port, Teesside International Airport and airports within about one hour's travel at Leeds Bradford and Newcastle. The proposals to improve rail infrastructure to allow longer, wider and heavier freight trains to serve Teesport are part of the answer to this need for better connectivity.

The various parts of the STP seek to improve the Borough's connectivity nationally and internationally by road, rail and air.

The Council is seeking funding through the Government's Levelling Up Fund for several schemes that will support the growth of the Borough's economy.

The Tees Valley Strategic Transport Plan 2020 - 2030

The STP is prepared jointly by the Tees Valley Combined Authority (of which this Council is a managing partner) and the Tees Valley Councils directly. The Authority, which has been set up to better articulate strategic issues for the Tees Valley Councils to a national and international audience, is one of a few mayoral authorities nationwide.

Figure 1 sets out the Borough's transport connectivity within the Tees Valley showing the significance of air, rail, road and sea links.

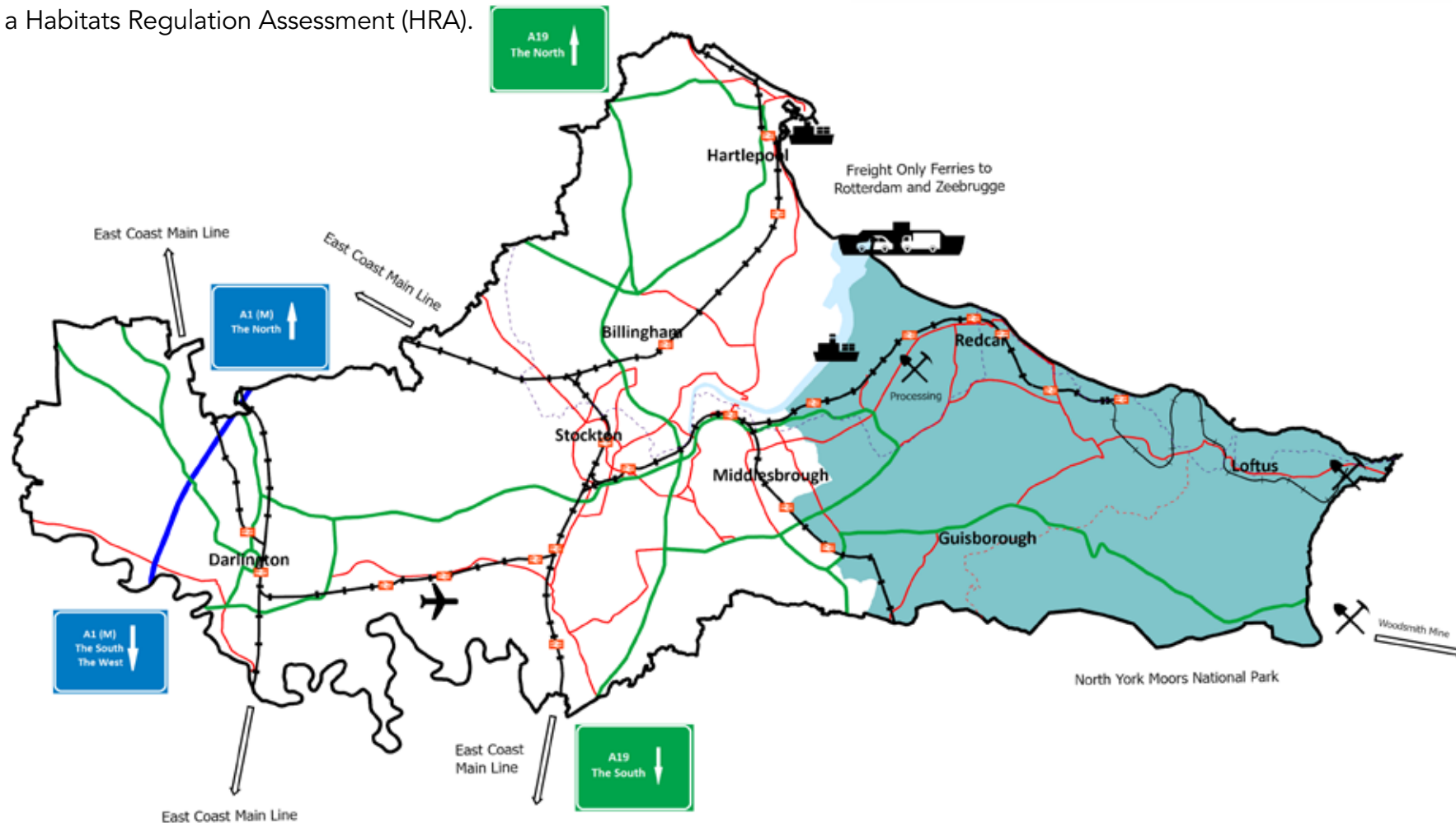
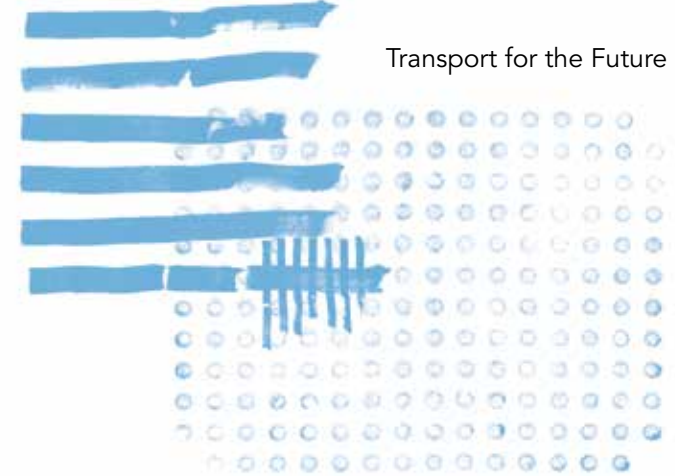
The family of Tees Valley Strategic Transport Plans (see <https://teesvalley-ca.gov.uk/transport>) are:

- The Strategic Transport Plan
- Road implementation plan
- Rail implementation plan
- Bus implementation plan
- Freight implementation plan
- Local cycling & walking implementation plan
- Cycling & walking infrastructure plan and various appraisal reports

In addition, the five Tees Valley Councils are each preparing a local implementation plan as part of the STP. This document "Transport for the Future" is the implementation plan for Redcar & Cleveland and sets out our plan for more local investment in the Borough's transport network. It should be read in conjunction with the other documents in the STP to give the full picture of transport investment that benefits the Borough. As with any live planning document, the STP may be amended during the plan period and re-issued to take advantage of changing circumstances and travel needs.

The schemes in this document are based on evidence about travel needs, technical assessments of the transport network and consultation. As part of the evidence collection process, the Council carried out extensive market research with 1,446 residents and 202 businesses participating. Various technical assessments have also been undertaken by both the Council and other organisations that support our proposals in this plan. These include a Joint Transport Needs Assessment with Middlesbrough Council into the transport requirements of future employment and housing plans in the two Boroughs. Together, these mean that there is a sound basis for the schemes promoted in this plan.

We need to make sure by law that our schemes don't inadvertently cause harm to the environment and to people, so an Integrated Sustainability Appraisal has been undertaken to ensure the early consideration of the environment and people in scheme design and implementation. This appraisal includes a Health Impact Assessment (HIA), a Community Safety Assessment (CSA), an Equality Impact Assessment (EqIA) and a Habitats Regulation Assessment (HRA).



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Redcar & Cleveland Borough



Summary

The Borough has a dispersed settlement pattern, with several town centres, which means that the ease of getting to a destination varies. Car use is the dominant choice, especially in areas where no realistic alternative transport choices exist, and residents without access to a car can experience unmet travel needs.

The area is served by a road network centred around three main east to west routes – the A66/A1085, A171, & A174 which ultimately link to the A19(T) and A66(T). Whilst traffic congestion is not currently widespread, the network does have hot spots where demand exceeds supply. The weekday daytime commercially operated bus network does connect many places, but there are gaps that affect how people can travel by bus for example to employment sites along the south bank of the River Tees. The bus network is significantly weaker at other times.

The Borough has two passenger rail routes that provide local journeys, with freight train services associated with Teesport and Boulby Mine. Capacity and capability issues such as at Darlington Station and gauge widening on the Northallerton line need to be resolved to release the potential for greater strategic rail connectivity.

The core walking and cycling links in the Borough, need upgrading and completion to provide good routes for residents and visitors. The Borough is home to parts of National Cycle Network Routes 1 & 168.

Evidence shows that the Borough's transport network needs significant investment during the plan period to enable it to sustainably support the realisation of our long-term ambition for the area, including the creation of skilled jobs on the South Tees Development Corporation lands.



Borough context

Part of the Tees Valley and the North East, the Borough of Redcar & Cleveland is located on the south bank of the River Tees at its entrance to the North Sea. It is the largest borough covering an area of nearly 25,000 hectares from South Bank in the north west to near Staithes in the south east. It is a borough of contrast, both in landscapes and communities, with larger, more industrialised, communities to the north (such as Eston, Marske, Redcar, South Bank), coastal communities such as Saltburn and smaller communities to the south (such as Brotton, Loftus; Skelton) some of which are within the North York Moors National Park. Some 90% of the Borough's landscapes are dominated by agricultural activities.

Currently, the Borough has a population of 137,200 with a slight upward trend. However:

1. The age profile is forecast to change with a significant increase in people over retirement age (38,100 by 2032) and decreases in younger people and those of working age. This trend towards an older population in the Borough is expected to increase the need for accessible transport that is designed to support people who have long term, age related illnesses such as dementia. Local people are increasingly needing to get to healthcare that is only provided

in major hospitals outside of the Borough, thus meaning longer journeys some of which are over 60 minutes by public transport.

2. However, the travel needs of the Borough's younger population are still an important transport issue. Some dedicated college bus services are provided in the Borough for post 16 students, for example by Prior Pursglove College which provides 12 bus services to their site that can be used by students for a small charge.

3. The number of households is expected to continue to increase to 61,918 households in 2032 as a consequence of smaller household sizes, thus creating new demands for transport throughout the Borough from, for example, 4,000 new homes located throughout the Borough. The housing allocations in the Council's Local Plan will be reviewed (currently scheduled 2023) to ensure that it is being implemented effectively and to bring forward any desirable amendments including a possible new settlement in the Borough. This review may mean that changes to the transport investments outlined in this document may be required.

The plan for future land use in the Borough was adopted in May 2018 and sets out the vision, policies and overall detail of how land use development will be conducted until 2032. The Local Plan recognises the need for greater connectivity that accommodates the diverse



nature of our communities, within the context of improving air quality, supporting economic growth, promoting opportunity, contributing to healthier lifestyles and improving residents' quality of life. It also sets out processes to ensure that more sustainable transport is designed into new developments, that connectivity by all modes is improved within, to and from the Borough and that a network of walk & cycle routes is supported.

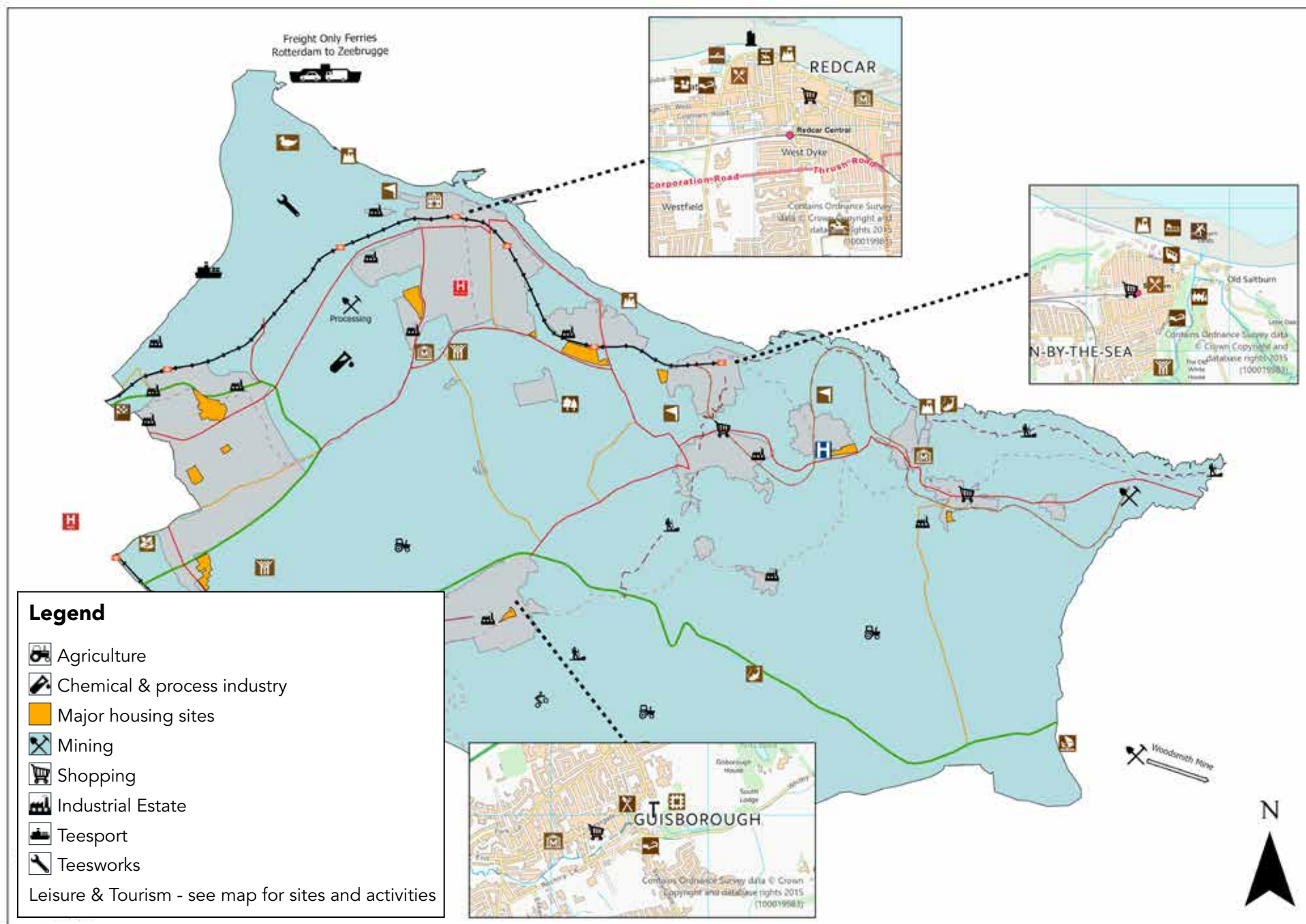
The Borough includes traditional seaside resorts at Redcar & Saltburn, the latter still retaining its original pier and cliff tramway, as well as countryside with a section of Heritage Coast and the northern part of the North York Moors National Park. Our area also contains the Ramsar designated Teesmouth and Cleveland Coast Special Protection Area which is important for bird life. Inland, significant tourist destinations include the Cleveland Ironstone Mining Museum, Guisborough Priory, Kirkleatham Hall Museum and Ormesby Hall, all of which depend on good transport links to thrive.

The road network

The current road network comprises three major roads that run roughly east to west across the Borough (A66, A171 & A174). Two of these (A66 & A174) directly connect with the strategic road

network at Middlesbrough and Greystones Roundabout respectively, with onward connections nationally. Other local roads of varying standards provide north to south links. The reliability and resilience of four road junctions in the Borough– Greystones, Swan's Corner, Tees Dock Road and Westgate - are critical to the operation of the local road network with others in Middlesbrough such as Cargo Fleet also having a similar impact. Access to Teesport for road freight from the strategic road network relies heavily on the Greystones, Tees Dock Road and Westgate junctions working as designed.

Computer traffic modelling is forecasting more traffic congestion within the Borough unless improvements to the walking, cycling, bus and rail networks are made. This congestion is mainly because of the new job opportunities provided by the Teesworks site. The road junctions that will see the most stress are Greystones, Swan's Corner, Westgate and Tees Dock Road, with other roads close to the site also being affected. The forecast also shows that there is potential for more use of rail services. There is also potential for more use of bus services if journey times on bus services can be improved relative to car travel.



Teesworks

The South Tees Development Corporation (STDC) is the first Mayoral Development Corporation outside of London and is tasked with the economic development and regeneration of almost 4,500 acres of land along the south bank of the River Tees between South Bank and Redcar. The site is marketed as Teesworks.

The area includes major business operations including Teesport, the UK's fifth largest port by tonnage and the 299 megawatt MGT Teesside renewable energy plant. It is also located adjacent to Wilton International with its cluster of businesses in the chemical, process and mining industries.

The Corporation has several core objectives including the provision of new, additional, good quality jobs (as part of the Tees Valley Strategic Economic Plan) focused on higher skilled occupations in the manufacturing and advanced technology sectors.

The jobs will be accessible to the people of the Tees Valley and this will require improvements in all modes of transport to serve the site during the plan period and beyond, both for this purpose and global business connectivity.

As listed above, the key junctions in the Borough need investment to prepare them for the traffic levels expected within, and immediately beyond, the plan period. Therefore, as part of the development process, the capacity of key road junctions will be increased including at Greystones Roundabout. Our local investment will also increase the capacity of the A174 east of Greystones to East Cleveland starting with the junction at Fishponds.

Car parking

The Council has recently adopted a car parking strategy to guide how car parking is provided throughout the Borough until 2024 covering the 1,610 Council operated paid for car park spaces available to the public in Guisborough, Redcar and Saltburn. There are just over 450 free spaces in other Council owned car parks throughout the Borough, with a further 700 spaces provided by private operators in Redcar town centre. There are specific locations where car park capacity will be reviewed during the plan period, for example to improve the visitor offer at Saltburn, in the creation of new workspaces or homes and in support of our High Streets (for example a 28 space car park will be provided in Skelton Town Centre). We will also increase the provision of electric vehicle charging points in support of the zero carbon 2030 agenda. There are also about 852

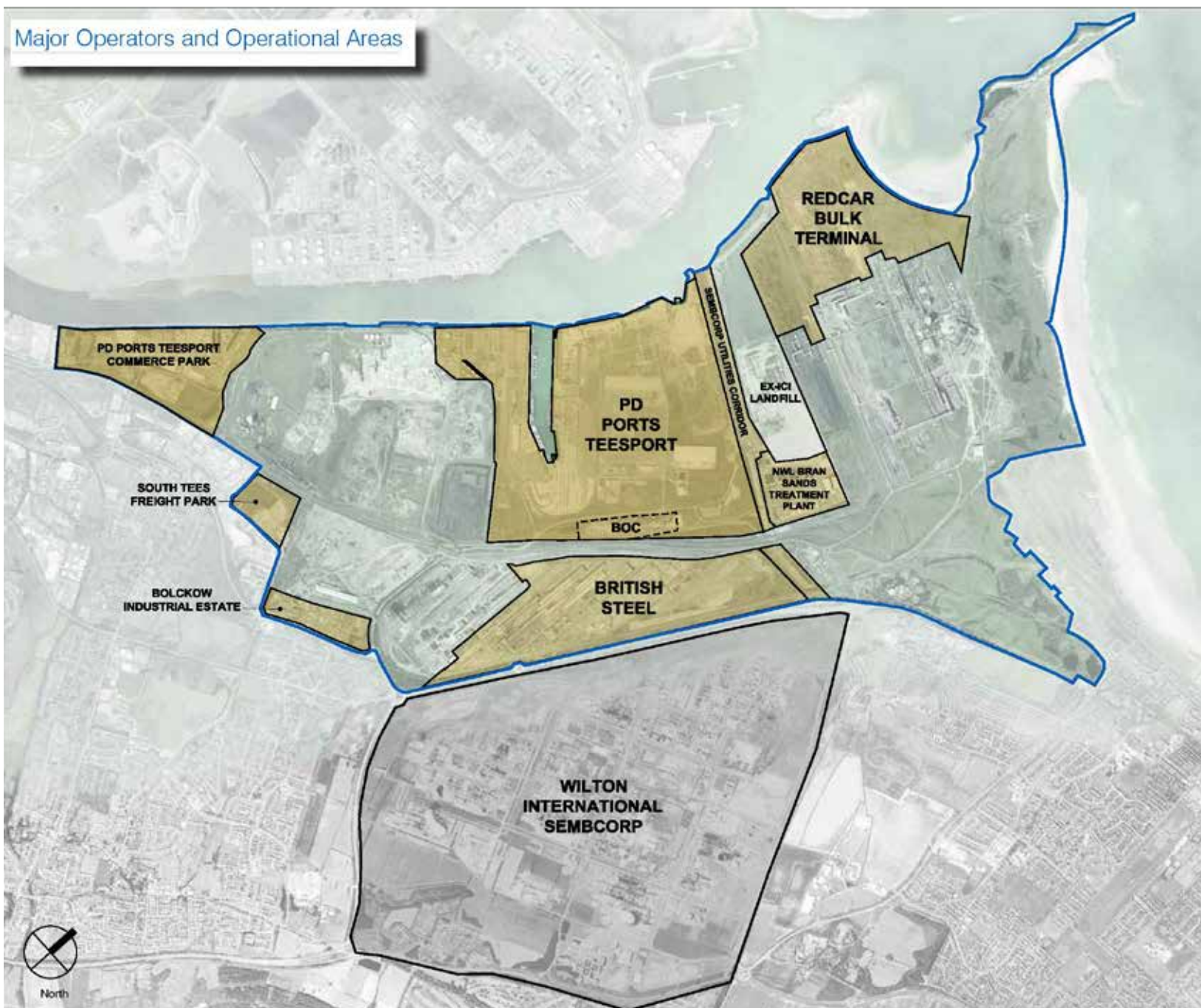


Figure 3 Teesworks & Wilton International

controlled parking spaces on street within the Borough (on street pay and display, limited waiting and disabled parking spaces).

The bus network

The core commercial bus network tends to follow the same approximately east to west pattern linking communities with each other and to Middlesbrough as the sub-regional centre. Whilst the routes do link most local communities, there are a few that have no direct links (e.g. Guisborough to Eston) and some that have a relatively slow connection by bus compared to the journey time by car. The bus network, whilst providing good coverage in daytime hours, is experiencing a decline in passenger journeys with a loss of over 25% from 2010 to around 3.9 million passengers each year. The Council is working in partnership with TVCA and bus operators to promote bus use. It also supports bus routes financially, including the Tees Flex demand responsive bus service within the Borough.

The bus network in the Borough generally works well in terms of current daytime connectivity, although journey times can be long, but there are significant areas of the Borough that do not have good alternative transport choices to the private car. Current public transport provision is weaker during the evenings and on Sundays when commercially operated

bus and rail services are less frequent. However, transport modelling forecasts show that the highway network requires investment in all modes of transport- walking, cycling, bus, rail, taxi and car – to support our ambition for employment growth and more housing.

The rail network

The rail service in the Borough is focused on two local routes: Darlington to Saltburn and Middlesbrough to Whitby. The former has a roughly 30-minute service, whilst the latter has a much less frequent service. The TVCA Rail Strategy sets out the ambition to improve both the frequency and quality of both services with the use of refurbished class 156 trains from winter 2019 being an initial step towards this. There are also proposals to improve stations such as at South Bank and Redcar Central. In addition, development work will continue to develop the business case for the re-introduction of passenger rail service to East Cleveland.

We are also supportive of work to extend existing passenger services to serve more parts of the Borough with the initial focus being on extending the Trans Pennine Manchester Airport to Redcar Central service onwards to Saltburn (due 2022) thus improving rail connectivity nationally for the benefit of residents, businesses and visitors.



The current passenger rail services are affected by rail capacity and capability outside of the Borough, hence the Council's support for improved stations at Darlington and Middlesbrough, as this work increases the capacity and reliability of rail services serving local people and businesses.

Rail freight links to Boulby mine and Teesport are significant to business and require improvement to accommodate future growth, an example being the ongoing work by TVCA and Network Rail to provide more space along the Northallerton to Eaglescliffe route to allow all southbound Teesport freight services to use this direct link to the East Coast Main Line. The improvement will also allow heavier freight trains to reach Teesport as well as the potential for future electrification of the line.

Taxis & private hire vehicles

There are 329 taxis and private hire vehicles licensed for operation in the Borough at the time of writing. Whilst two thirds of people surveyed said that they can get a taxi when they want one, 13% said that they can't get a taxi when they need it. This issue is particularly acute for wheelchair users who are catered for by 17 vehicles (just over 5% of the fleet) and out of step with the provision made on local bus and train services. The consequence of this very low provision

contributes to a situation where residents' lives are limited by the transport choices that they have; some 77% of disabled people cannot always get to a health appointment due to a lack of transport.

Walking & cycling

The Borough has a network of walking and cycling routes, although some of these are not well surfaced or continuous and do not meet the latest standards. Progressive investment is needed within this plan period to complete and upgrade the network, especially around the South Tees employment area and to support the Borough's tourism offer. Secure cycle parking facilities exist throughout the Borough, for example at railway stations and the main Council offices, but they are little used and in need of promotion within the context of a travel plan. Additional cycling facilities are also needed on key tourism routes, for example those serving East Cleveland and the coast.

The cycling network also includes a section of National Cycle Network routes 1 & 168 linking selected places in the Borough together and at a national level. These routes also provide a basis for sustainable tourism as they serve the coast and the moors. During the lifetime of this plan, we will seek investment to create a strategic cycle network throughout the Borough to build on the existing provision.

Air quality

Whilst air quality in the Borough is consistently good and is continuing to improve, it is clear globally that there is a need to switch away from petrol- and diesel-powered transport to alternative fuelled vehicles such as those powered by electricity and hydrogen. Air quality in the Borough is amongst the best in the United Kingdom and demonstrates a real commitment to improving the air we breathe through legislative and technological changes. Transport related work in the Borough to date has focused on installing electric charging points at selected locations, but there are real opportunities to take further advantage of electric and hydrogen fuel technologies in rail, bus, lorry, car and bike applications.

This plan will bring forward investment in alternative fuels and more sustainable travel that helps mitigate the production of particulate matter from transport activities in the Borough. The Council is supporting the Tees Valley Hydrogen Hub and investment in electric vehicle charging facilities throughout the Tees Valley.

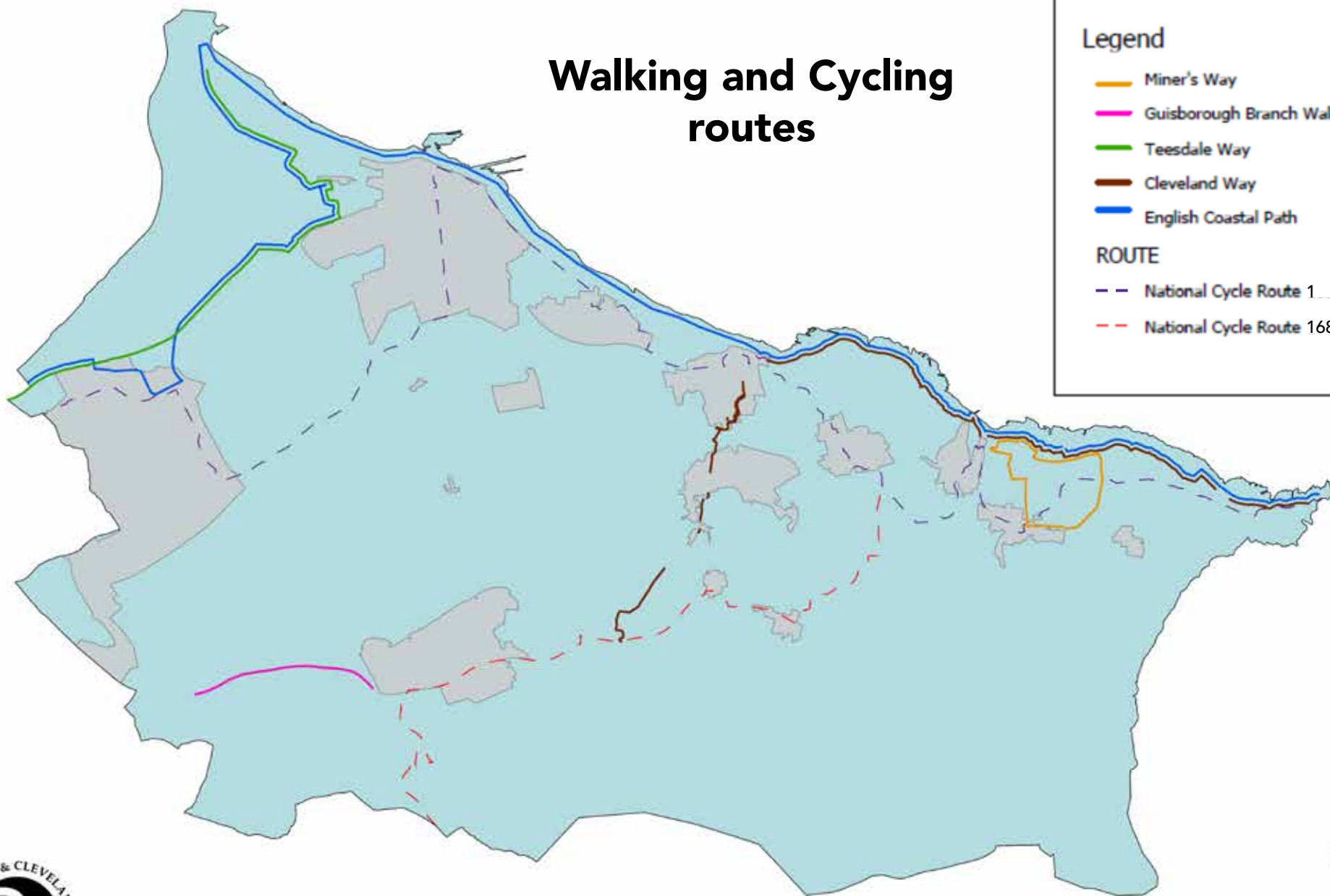
Walking and Cycling routes

Legend

- Miner's Way
- Guisborough Branch Walkway
- Teesdale Way
- Cleveland Way
- English Coastal Path

ROUTE

- National Cycle Route 1
- National Cycle Route 168



Climate Change

The Council has undertaken much work in recent years to address the causes and impact of climate change in the borough and beyond. Having declared a Climate Change Emergency, the Council's stated ambition is for the Borough to be zero carbon by 2030, safer and more prosperous and attractive. In transport terms this includes provision of vastly improved infrastructure for walking, cycling and electric vehicles.

The Council has published a Climate Change Strategy to tackle climate change issues and transport is a key part of this. As set out in this plan, our proposed actions include:

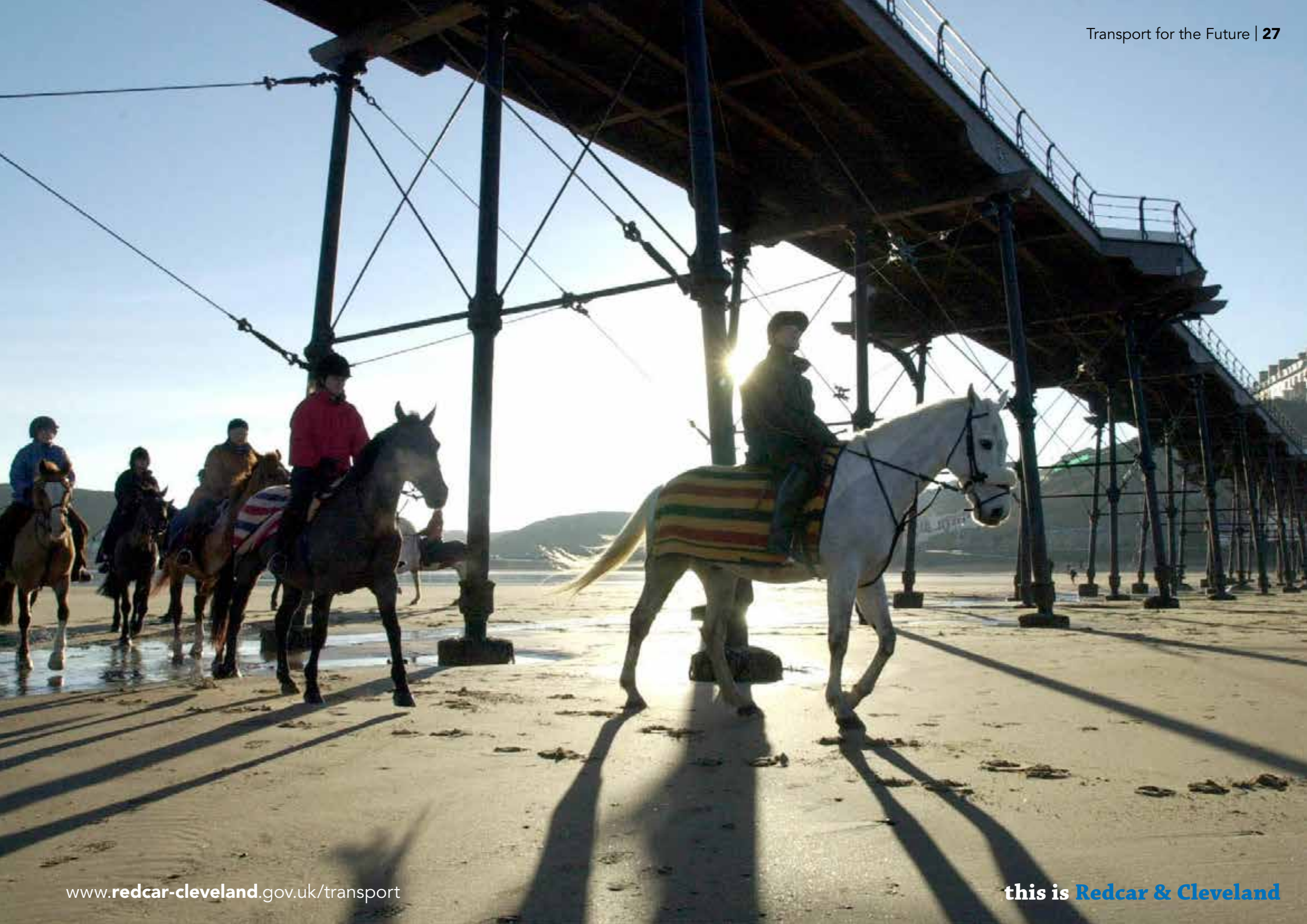
- Investment in safer walking and cycling routes
- Improved bus and rail services
- Supporting and encouraging changes in travel behaviour to reduce carbon emissions through travel plans and personalised travel planning techniques
- Providing refuelling facilities for electric and hydrogen vehicles, a
- Reducing the impact of congestion upon the environment

We will monitor the effectiveness of our investment in reducing carbon emissions, as well as in achieving other objectives such as road safety and increased employment.

Visitor economy

The Council recognises the economic importance of the visitor economy to the Borough; both from its own attractions along the coast and inland, but also from its role as a gateway to the remaining North York Moors and coast, both located to the south. Several places in the Borough already have a strong visitor economy and there is the potential for a year-round visitor offer throughout the area. Our ambition will be measured by targets including adding £50m to the value of the local visitor economy by 2026 and increasing year-round tourism with an ambition to generate 35% of visitor activity over the winter months. Our research on the visitor economy has shown that there is a real opportunity to encourage more walking and cycling by visitors, so we have secured TVCA funding, including via the Welcome to Redcar programme, that will start the process of creating an improved network connecting our towns and villages together.

We will also make use of the proposals to improve the connectivity in our bus and rail networks to encourage visitors to not use a car for their journey, for example when moving along the coast. Promoting use of buses and trains will help the operators re-invest in upgrading the vehicles used and in service improvements.



Our work will be guided by destination management plans to improve how our main visitor centres are accessed and the impacts of visitors best managed. We intend to start with proposals for Saltburn that will include improvements to walking, cycling, bus and rail networks, along with public realm and car parking works.

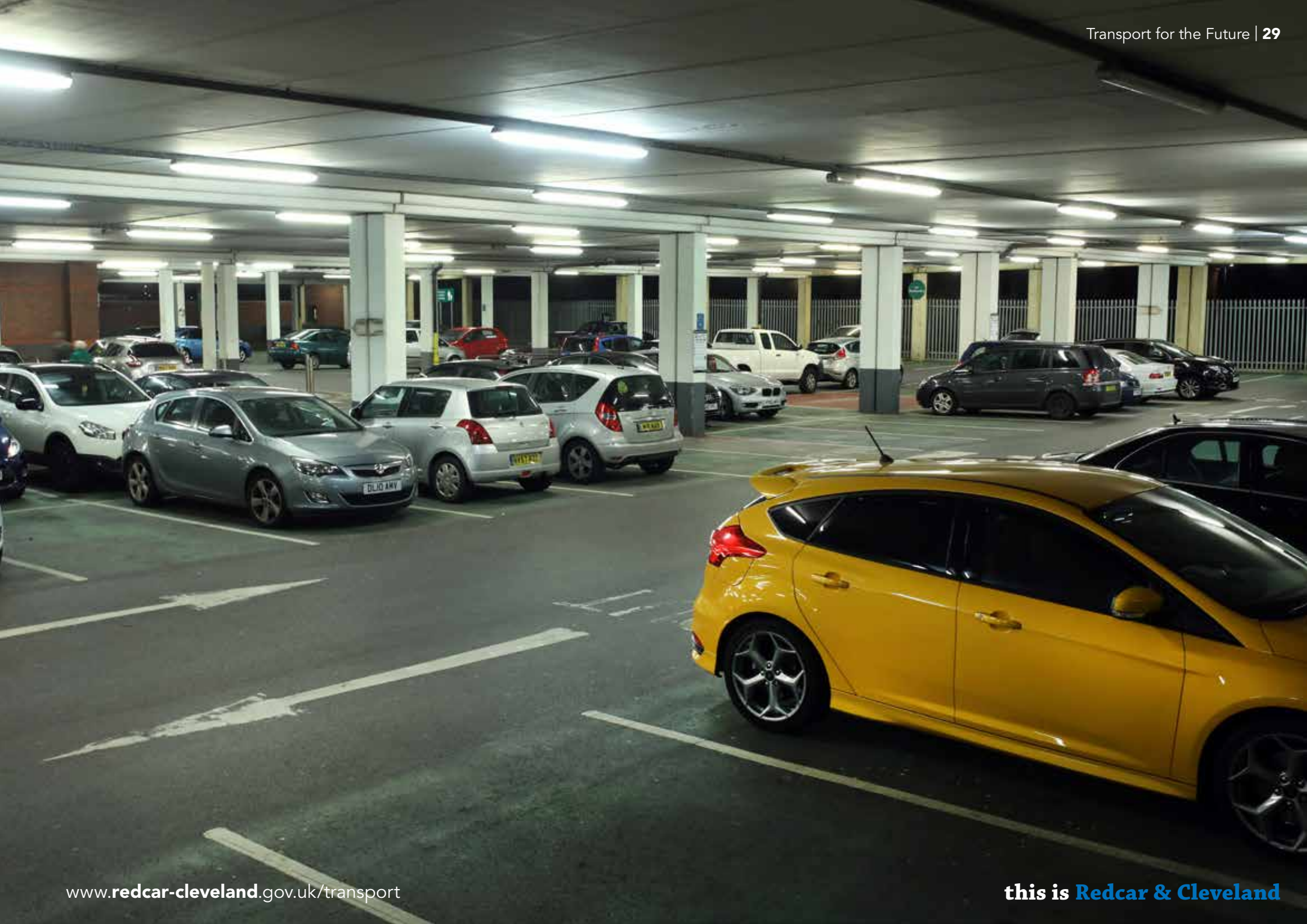
Residents' Travel Needs

Our list of proposed schemes respond to the statistically significant survey of residents' travel needs that was carried out in the preparation of the plan and by a business survey carried out at the same time across the range of business sizes in the Borough. We have also taken into account other evidence such as Government policy, and will monitor changes in travel demand for example from any impacts resulting from the COVID-19 pandemic.

Whilst there are a lot of positives about transport links in the Borough, the surveys of business and residents have shown the issues that people thought this transport plan should focus on.

Key findings from the residents' survey are:

- The majority of residents live and work in the Borough (62%) with 58% of respondents travelling less than 5 miles to work.
- Whilst transport links meet many needs, nearly a quarter (24%) of respondents were unable to make journeys for socialising because of transport issues. 16% were unable to make journeys to work and 15% to hospital or the doctor.
- The most frequently used method of transport is walking, with 83% of respondents doing this at least twice a week and 59% walking for transport every day. Car use is important for commuting and shopping trips (60% & 80% respectively). Bus services were most used for shopping (54%) with 46% using buses for social trips.
- 37% of respondents had problems using transport due to a disability with many having trouble getting to health appointments and social events.
- The existing transport networks in the Borough means that residents experience different levels of connectivity, with those living in the Redcar area reporting the lowest level of difficulty in getting to their destination compared to those living in Greater Eston or East Cleveland.



Business Travel Needs

Key findings from the business survey are: -

- 86% of businesses in the Borough are small scale employing fewer than 10 people.
- Most employees commute by car (80%) with another 9% walking.
- Whilst most businesses have enough car parking, some 25% are experiencing car parking problems. Just over a third of businesses encourage car sharing and nearly a half say that the nearest bus service meets their needs - the same number also report that they have a railway station nearby.
- Businesses are promoting cycle use with 47% having safe bicycle storage, 45% having changing rooms and 24% having showers. Nearly a half of all businesses say that there are cycle paths that employees use and most businesses are in locations that people can walk to.
- Nearly all businesses send and receive freight deliveries with most activity being within the working day. However, just over 40% say that they experience difficulties in getting deliveries due to transport infrastructure.

Young peoples' travel

A survey of young people aged between 11 to 16 was carried out in parallel to the other surveys to explore their travel needs. A thousand and one young people contributed to the survey increasing our knowledge about their travel needs and patterns. Key patterns are: -

- That the most common destination is school or college as can be expected given the age of the respondents. Walking is the most common transport choice for this journey purpose.
- The second highest journey flow after education was to Middlesbrough (556 people) with most people going by car for shopping. The second most used mode of transport to Middlesbrough is the bus and the second highest trip purpose is seeing friends.
- Guisborough and Redcar are the second and third most visited destinations after Middlesbrough. Redcar is particularly visited during the school holidays reflecting its coastal location and facilities.
- The role of parents and carers is significant in terms of providing much of the transport to young people across their range of activities. The car is the most used mode except for journeys for socialising and going to school or college where walking is dominant. The Council also pays for nearly 1,300 bus seats each day to get young people to education.

Young people were also asked to give their views on what improvements are needed to improve their connectivity. The main themes are that there should be:

- More cycle paths
- More bus services serving communities that are otherwise cut off
- more bus services operating during the evening with more capacity at peak times and greater punctuality
- Cheaper bus fares with easily available information about costs
- Bus timetables that are easier to understand
- Better waiting facilities for bus users

The survey also reveals concerns that young people have about issues when using transport, such as anti-social behaviour and fear of crime. These concerns can stop use of some transport infrastructure such as walk and cycle routes after dark on winter nights. This restriction reinforces a dependency on cars driven by parents and carers, lessening learning experience in independent travel. Evidence also shows that some young adults are having to pay for taxis to reach essential services such as food shops in the absence of good public transport; a situation that exacerbates their poor financial well-being.

In response to these travel needs, this plan sets out proposals that seek to increase walking and cycling within the Borough by creating new links, by improving the conditions that are currently hindering use and by providing support to enable more informed travel choices. The plan also focuses on improving bus services creating new opportunities for travel such as by demand responsive transport and by actions to improve existing bus services such as making buses more affordable.

Teesside International Airport

The nearest Airport to the Borough is located some 13 miles west of the Borough near Middleton St. George. Primarily served by road, the Airport currently serves 130,000 passengers a year and has plenty of potential capacity for additional flights. The Airport is now in the ownership of the Tees Valley Combined Authority which intends to increase its economic significance to the area through operation by a commercial provider, along with investment in adjacent business parks that will attract specialist aviation related companies.

This investment is expected to increase the economic benefits of the Airport to the Tees Valley from the current estimate of £23.8m in part through an ambition of 1.3m travellers and up to 500 tonnes of freight moving through the Airport each year by 2023. Previous studies have

shown the importance of air connectivity for investors, for example the existing Aberdeen route is valuable to the local offshore engineering industry and the connection to Amsterdam Schiphol is key to global connectivity.

In terms of land access, the Borough is primarily connected to the Airport by the A66(T) with onward connections to all parts of the area. These links will benefit from the various improvement schemes set out in this plan.

The Airport also has a station on the Darlington to Saltburn line, although current station calls are infrequent. How rail access to the Airport will be improved is set out in the Tees Valley Rail Strategy, but it is likely that trains will also directly link to stations in Borough giving access to Teesworks.

Transport implications

In transport terms, the Borough's characteristics play out in terms of differences in connectivity to jobs, healthcare, shops and other destinations as the travel needs of residents are affected by where they live and their personal circumstances. These differences matter as it means some residents cannot get to work, healthcare, shops and social destinations without having to use a car.

The settlement pattern creates challenges in providing new transport links, as our population is spread out throughout the Borough with a diffuse pattern of journeys. This trip pattern can make justifying some new links harder, for example new railway lines which work best for large numbers of people travelling between two specific points. The pattern of demand is reflected in the last Census where the dominant mode of transport to work was the car (71%), with the next category being just under 10% (journeys on foot).

In 2011, 16,935 households in the Borough did not own a car (28.4%), a figure that varied across the Borough's communities with a higher rate in urban areas (30.2%) and a lower one in rural areas (24.8%). These figures are lower than the Tees Valley average of 30.5%, but demonstrate the need to provide travel choices in our communities to ensure connectivity.

Whilst cars are an integral part of transport in the Borough, our ambition is that owning one should not be a pre-condition for residents' ability to fully participate in life – from employment to entertainment.

Continued investment will also be required to help residents and businesses make informed choices about how they use the transport network. The Council is a partner in the Tees Valley Let's Go service which provides personalised travel advice, general transport information and promotional activity across the Tees Valley. This service, which is currently funded by the Department for Transport, provides advice to residents about their travel options and encouragement to try more sustainable travel modes. One motivation for many people to change their travel behaviour is personal health which is the underlying outcome of the Sport England pilot project ("You've Got This") which seeks to work with people living in the Borough.





3 Our proposals

Summary

The challenges that we need to deal with are:

- Improving connectivity for a population living in geographically dispersed communities with differing needs.
- Providing transport that meets the needs of an ageing population with increasing mobility constraints, yet meeting the needs of younger residents.
- Ensuring that strategic housing and business developments can go ahead without creating environmental, financial or social impacts from transport that damage our quality of life.
- Growing the visitor economy without creating traffic congestion & other issues such as excess parking demand.
- Encouraging the greater use of low or zero carbon transport technologies.

We will deal with them by: -

- Providing better access to bus and rail services through demand responsive transport.
- Improving walking and cycling routes to encourage healthier and environmentally friendly travel.
- Increasing the capacity and resilience of the road and rail networks to benefit both people and freight transport, with investment to encourage the use of electric and hydrogen vehicles.
- Improving the visitor experience through information and promotion of transport choices and providing new transport facilities.
- Improving car parking provision, for example by installing electric charging points for cars and improving signage.



The transport challenges and opportunities that we face are set out in this chapter by type of transport. Chapter 4 shows our proposals in table format, listing them by type, year and funding status.

The Council's Corporate Plan "Our Flourishing Future" 2021 - 24

Our Flourishing Future contains actions to tackle Climate Change, enhance the natural environment, meet residents' needs, improve the physical appearance of the Borough, enhance prosperity and invest for long term benefit. Proposals include boosting tourism and facilitating business investment and regeneration of our town centres; all of which need good sustainable connectivity if we are to deliver a zero carbon future.

Our regeneration work is grouped into three Area Action Plans - East Cleveland, Greater Eston and Redcar – and contain investments such as the new masterplan for Redcar Town Centre as part of the successful Town Deal, the re-invigoration of Loftus Town Centre (again a successful bid for funding) and investment in Guisborough Town Centre.

In support of the Corporate Plan actions, we will seek to provide more walking & cycling routes, with the aim of creating a network of interconnecting routes to support residents, businesses and visitors.

We will continue to seek development to our public transport network



through the introduction of a new train service to East Cleveland. We will work with industry partners and others to make investment happen including with the South Tees Development Corporation at Teesworks and PD Ports at Teesport, which is one of the UK's most important ports, achieving Free Port status in March 2021.

Visitor Strategy

The first Destination Management Plan (2021- 2026) sets out actions to support the visitor economy for the benefit of the Borough with a year round offer that is both great value and of a high quality. Two of our targets are to add £50m to the visitor economy when compared to 2019 and that 35% of visitors come over the winter. This challenging plan requires good sustainable transport links to underpin its success with a network of walk and cycle routes and good connectivity to the Borough. Our proposals to provide a network of walk and cycle routes along with local improvements have a strong fit with this requirement, as will the work to improve long distance train services, strategic road connectivity and parking.

Our transport priorities

In transport terms, our priority is to improve connectivity for all residents and businesses in a financially and environmentally sustainable way that facilitates economic growth in the Borough whilst dealing with the issues surrounding:

- An ageing population
- A population living in geographically dispersed communities
- The needs of younger people, and
- Access to employment, healthcare and other destinations

- Connectivity to regional, national and international businesses destinations for both people and goods
- A growing demand from visitors to the Borough for greater connectivity by different modes to destinations such as Saltburn, for specific larger scale events and for race meetings at the Redcar Racecourse
- The need to tackle climate change. The Council has set a target of all activity in the Borough being collectively carbon neutral by 2030.

We will do this by increasing the capacity of our transport network for all types of transport, whilst supporting people to travel more sustainably. This change in behaviour will bring benefits in terms of reducing traffic congestion, more consistent journey times, better personal health, better air quality and improved places that are less affected by road transport. It will also allow the delivery of the Borough's economic, residential and social ambitions in a more sustainable, low carbon manner that is adaptable for the future.

Proposals that will add value to the schemes listed in this plan

In addition to the capital investment set out in this plan and elsewhere in the STP, the Council, TVCA and their partners are working together to implement a range of "soft" actions that will encourage and support more sustainable travel patterns.

These actions include investment through the forthcoming bus partnership to reduce the cost of bus travel for young people to help their connectivity to work, education and leisure and to provide better travel conditions for all bus passengers, including by use of real time timetable information. TVCA and the Council also fund supported bus services, including the Tees flex demand responsive transport service serving the east of the Borough.

Where motorised transport is the only effective means of getting to employment for a journey that is hard to make by public transport, TVCA fund the Wheels 2 Work service. Currently based in Redcar, this service operates across the Tees Valley providing residents with electric bicycles or small motorbikes in cases of need. TVCA also fund a works bus to Teesport through the western part of the Borough to help residents get to work without needing to own a car.

TVCA are also renewing the provision of Active Travel Hubs throughout the Tees Valley during 2022. When operational, the hubs will continue to provide residents with high quality offer of advice and support to encourage walking or cycling as the natural choice for short local journeys. This mode shift will contribute to reducing carbon emissions in the Tees Valley especially where the shift is away from a single vehicle.

The Council participates in the national Bikeability training scheme where local school students are trained how to ride a cycle safely. The scheme also provides pedestrian training and cycle training for families with the objective of making residents more confident in choosing to walk or cycle for shorter trips.

Information on the actions, along with links to bus and train timetables, are provided by Let's Go Tees Valley; a service funded by TVCA that signposts residents to the most suitable travel choice for them. Let's Go Tees Valley also provide personalised travel planning to residents and businesses, so that they have up to date information on the travel choices available for their journeys.

In 2022, Let's Go Tees Valley are delivering a focused package offering personalised travel planning advice to residents along the Normanby Road corridor. This work will involve colleagues at You've Got This; a Sport England funded organisation working with local people to improve their health through more active lifestyles, including how they choose to move around for work and other reasons.

You've Got This also have a remit to improve personal health throughout the Borough focusing in on specific health conditions which links in with

Walking and Cycling

Additional Borough Wide Schemes



Highway Maintenance



Street Lights



Travel Plans



Tour de Yorkshire
Cycling Legacy



Traffic Management



Wheels to Work



Travel Advice



Travel Information

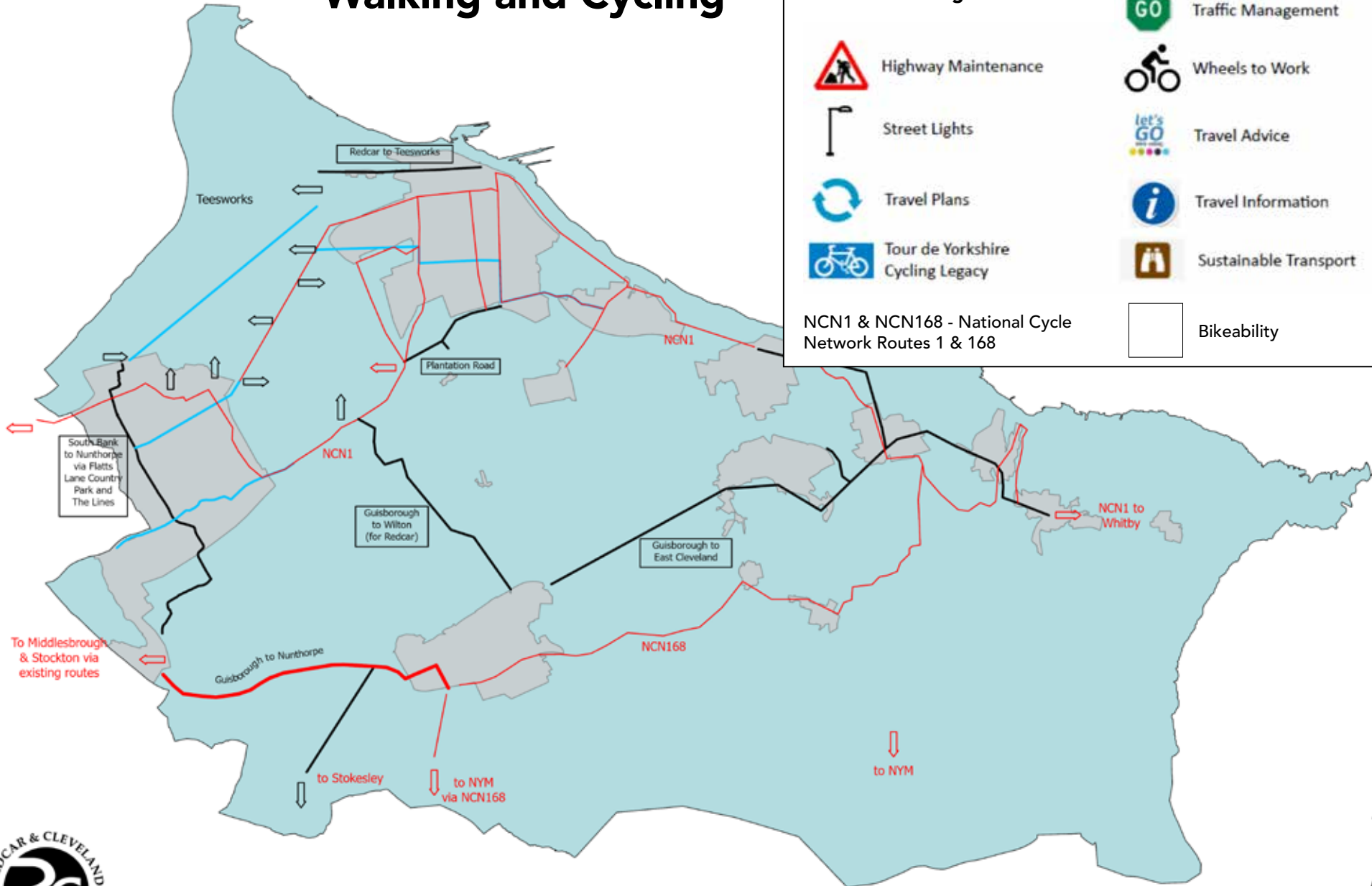


Sustainable Transport



Bikeability

NCN1 & NCN168 - National Cycle Network Routes 1 & 168



a Public Health England initiative involving the Council to help medical practitioners guide patients to health and well-being support including more active travel.

Proposals for walking & cycling

Walking is the most frequently used method of transport in the Borough according to the Travel Needs Survey, with 83% walking for transport reasons at least twice a week, with 59% of respondents stating that they walk every day. In part, this reflects the geography of the Borough where



22% of local people live within 1 mile of their place of work, school or college. The median distance from home to the doctor is also less than a mile with 58% living this close to primary healthcare.

There is great potential to increase the amount of people cycling in the Borough from the current level of 12% cycling at least twice a week and 62% never doing so. Many communities in the Borough are suitable for cycling for local journeys, with 36% of residents living within 5 miles of their place of work, school or college. The evidence about the positive environmental and health benefits of cycling suggests that encouraging more trip making by bike in the Borough will achieve outcomes beyond transport in health, social inclusion and air quality. Promoting active travel for shorter trips within each settlement is proposed as part of a package of improvements that include longer links between communities with benefits for both local people and visitors. The prime objective is to encourage cycling for shorter local trips for both utility and leisure purposes. However, providing a network of routes will also support longer trips by residents and visitors. Our proposals include:

1. Funding for small walk & cycle improvements for example providing pedestrian refuges, dropped kerbs, new footways and cycle links. We will also introduce further 20mph zones where they

are needed and consider introducing quiet lanes in rural areas to benefit vulnerable road users. In delivering this investment, we will work with local communities and delivery partners such as You've Got This (the Sport England Local Delivery Pilot) to maximise the benefits.

2. A strategic walk & cycle network that improves connectivity between our main places, for example between Guisborough and Nunthorpe. We will work with TVCA, Sustrans and other organisations to implement our plans which will enable sustainable tourism including, in the longer term, a circular cycle route around the Borough.

3. New links to Teesworks where these are not provided as part of the development. An example is the proposed route from Redcar to Teesworks via Coatham providing a new link for commuters and (via an onward route) visitors.

4. Encouraging the use of travel plans by business to reduce their dependence on the private car, promote more healthy lifestyles and reduce traffic levels when compared to a future without travel plans in place. This proven technique will be funded by the Council and businesses to provide a range of alternative sustainable travel choices to employees.

Reducing vehicle speeds to encourage walking, cycling and community.

Many new housing developments in the Borough already have 20mph speed limits on their residential roads, and there are other 20mph speed limits throughout the Borough.

Current guidance from The National Institute of Health and Care Excellence about un-intentional injuries on the road: interventions for under 15s, supports the use of both 20mph zones and speed limits. The guidance supports the introduction of speed reduction features such as speed cushions or give & take islands, and lower speed limits using only signs (subject to Department for Transport guidelines on designs).

As part of this Plan, we will seek to reduce vehicle speeds in places where this is needed; for example near schools, colleges or key visitor destinations. We may do this on a full or part time basis depending on the situation, but our focus will be on the needs of pedestrians and cyclists. Not all speed reductions will be to 20mph, as it may be best to introduce another speed limit in some locations.

Quiet Lanes

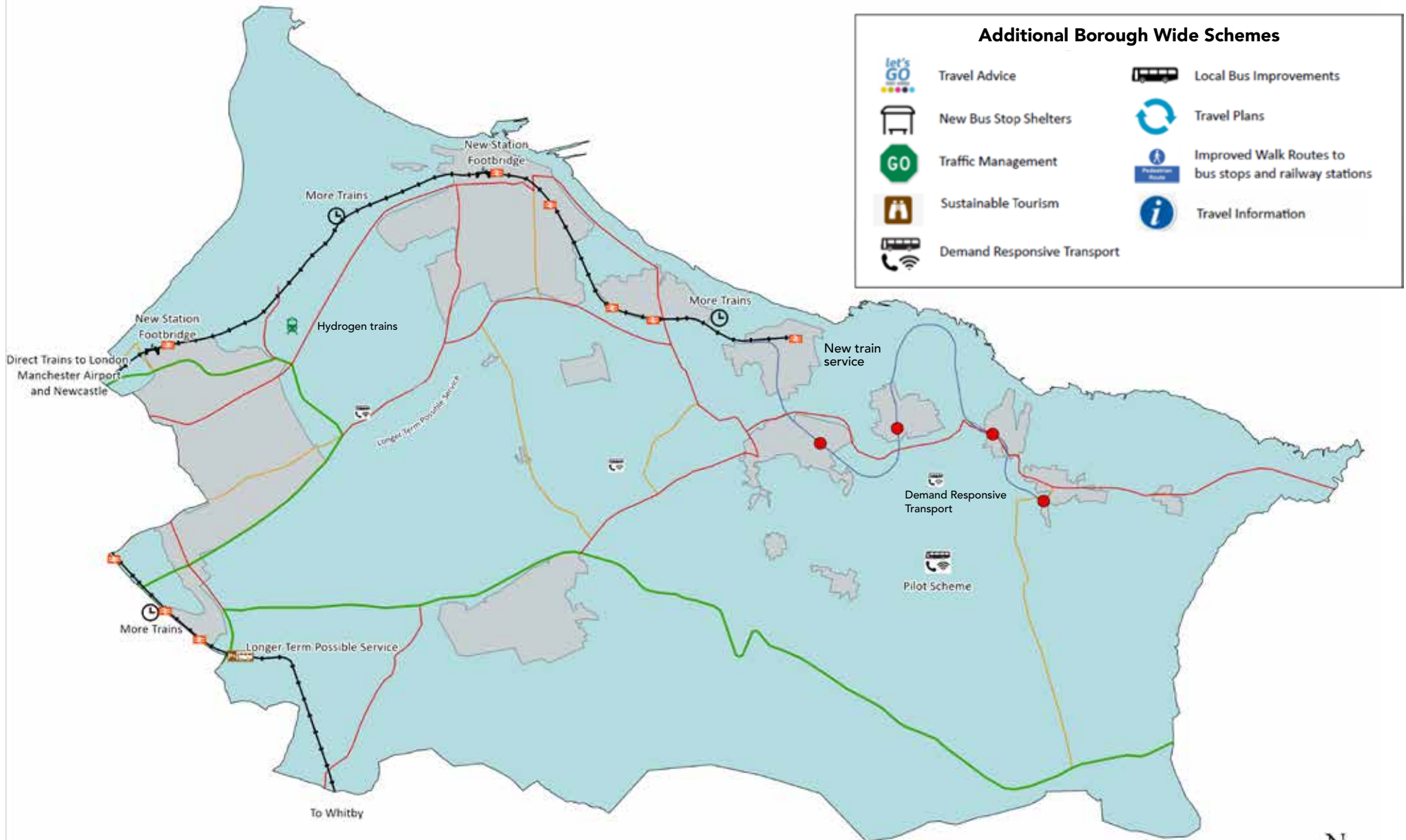
We will investigate reduced speed limits on minor roads in rural areas to encourage walking, cycling and horse riding through our

countryside. Quiet lanes will be places where all road users feel safe and can enjoy their journey. Schemes will be tailored to each location and may contain physical speed reduction measures, as well as lower speed limits.

Proposals for bus, passenger rail and taxi

For public transport modes, our focus will be on meeting the needs of an ageing population, a population living in geographically dispersed communities, the needs of younger people, and greater access to employment, healthcare and other destinations. We will do this in partnership with transport providers and TVCA, for example by participating in the forthcoming bus partnership with local bus operators which will improve local bus services.

We are already financially supporting a new demand responsive transport (DRT) service in East Cleveland and in other areas that have poor existing bus services. This gives residents better connectivity to employment, healthcare, retail and leisure destinations by public transport. The DRT service, called Tees Flex, started in February 2020, and uses wheelchair accessible small buses which users can book via an app or by telephone in much the same way as a taxi. The buses will then take users from near their starting point to either near their









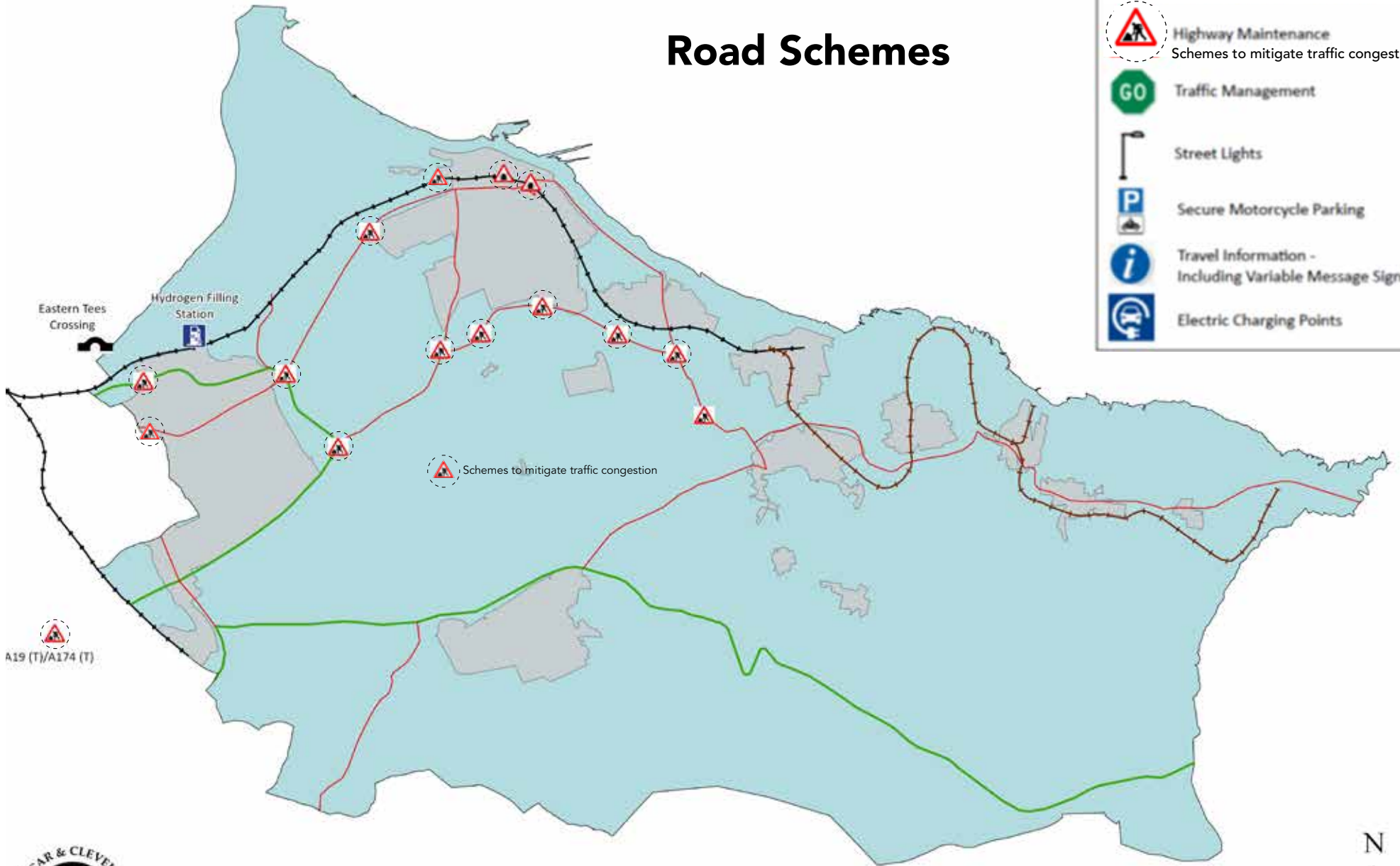
Public Transport Schemes



Road Schemes

Additional Borough Wide Schemes

-  Highway Maintenance
Schemes to mitigate traffic congestion
-  Traffic Management
-  Street Lights
-  Secure Motorcycle Parking
-  Travel Information -
Including Variable Message Signs
-  Electric Charging Points



destination or to a conventional bus & rail service for onward travel.

This plan includes delivering actions such as:

1. Working with TVCA and bus operators to make bus services easier to use, more punctual and more reliable whilst investing in a zero emission bus fleet.
2. Preparing for the re-introduction of passenger rail service along the Boulby Branch Line to Loftus.
3. Supporting increased accessibility on transport in the Borough. Our plans include a new accessible footbridge at South Bank Railway Station and more wheelchair accessible taxis and private hire vehicles.
4. Working with TVCA and the rail industry to secure more local train services per hour to Saltburn (to 3 per hour) and Nunthorpe (to 2 per hour), with a new Park & Ride Station near Nunthorpe when this service is needed.
5. Continued provision of travel advice and accurate travel information, including via real time notifications to mobile devices.

Proposals for road users

Improving the performance of the highway network will give residents, businesses and visitors to the Borough journey times that are more consistent and shorter, whilst reducing the impacts of road traffic on the environment (such as air quality) whilst increasing road safety. In achieving this, the schemes set out in this plan will seek to benefit all types of road user, from the pedestrian to the freight company.

We are delivering a £2.6m junction improvement scheme at Swan's Corner and Flatts Lane on the A171 near Nunthorpe. This scheme will deliver road journeys that are less affected by traffic congestion, with the ability to provide further capacity if traffic warrants it. It will also improve conditions for pedestrians and cyclists at Swan's Corner which is located near one of the Borough's secondary schools.

We will also invest in schemes that tackle current and predicted traffic flows to make sure that the Borough's road transport network is ready for future demands including those from Teesport and Teesworks. Some of these schemes are needed early in the Plan period, subject to a review of traffic demand post lockdown, whilst the remainder are required after 2026. We will validate our proposals through business cases as each scheme is bought forward for funding, with finance being sought from

both public and private sources.

We will also support work by National Highways, Middlesbrough Council and TVCA to improve the performance of the A66 and A174(T). These are the key road links to Teesport, Teesworks and the South Tees industrial area as well as the wider Borough. Our designs will also reflect the operational needs of bus services to make sure that bus journeys are reliable, consistent and protected from traffic congestion, for example at the Greystones junction.

We will also increase the number of public electric charging points in the Borough in partnership with TVCA and other organisations as well as supporting the implementation of hydrogen filling stations for both road and rail transport. The Tees Valley chemical industry is already a major producer of hydrogen, so the opportunity is to create a low carbon circular economy to act as an exemplar nationally.

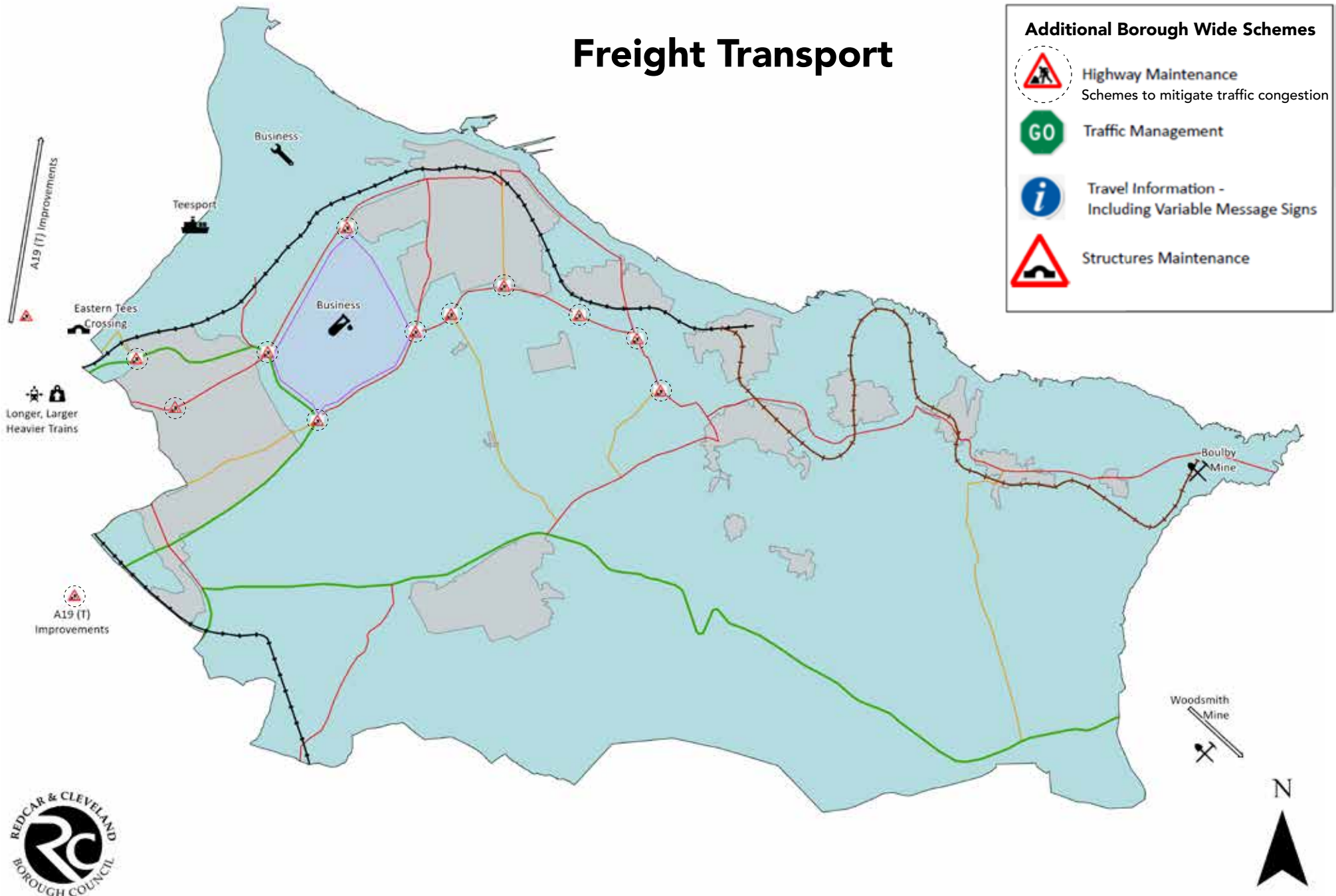
Work is already in progress in Saltburn (2021/22) to provide more car parking for visitors, reduce search traffic and provide additional charging points for electric vehicles. In providing additional car parking for visitor destinations such as Saltburn, we will seek to improve connectivity by other modes; at Saltburn this will be by an improved train service and improved cycle route.

Proposals for freight transport

Redcar & Cleveland is the location for several key sites that generate freight traffic in the Tees Valley. There are over 2,000 lorry movements serving Teesport each day servicing an international trade of steel products, petrochemical, manufacturing, engineering and retail goods for example. More lorry movements serve the facilities of adjacent companies such as Asda, Northumbrian Water and Tesco. Teesport is also the location of MGT Teesside bio-mass power plant which is one of the largest in the world and integrates with the chemical & process industrial complex on the north bank of the river.

Freight traffic is also generated by businesses located along the south bank of the River Tees including the Wilton International Complex with its specialist requirement for the movement of biofuel, biomass, chemicals and solid fuel. The British Steel locations at Lackenby and Skinningrove and the Cleveland Potash mine at Boulby are also generators of significant freight traffic, with Boulby for example being served by 3 freight trains each day carrying polyhalite for use as fertiliser. Another mining company, Sirius Minerals will also mine polyhalite after 2021 from a location near Whitby that will be connected to processing facilities at Wilton by a 23 mile long underground conveyor, before export via Teesport.

Freight Transport



The Borough is also the location of the South Tees Development Corporation – the only mayoral development authority outside of London who are bringing forward plans to generate 20,000 skilled jobs in the South Tees area by 2043 heavily focused on manufacturing innovation and advanced technologies within a high value, low carbon, diverse and circular economy. Again, there will be an implication for freight transport from this development which is located adjacent to Wilton International.

We are also improving the business offer at many of our industrial estates around the Borough so that they remain competitive and are a source of employment for local people.

Much of the freight transport investment needed in the Borough will be led by other organisations such as National Highways, Network Rail and TVCA. This is because the transport needs of industry are often on a regional and national scale. The work includes:-

1. Increasing the capacity and resilience of key junctions serving Teesport and Teesworks at Greystones, Tees Dock and Westgate.
2. Increasing the capacity and resilience of the local rail network for both passenger and freight trains, allowing wider, longer and heavier freight trains to run to Teesport.

3. Strengthening the elevated sections of the A66 in Middlesbrough to maintain this key route to Teesport and the north of the Borough.

4. National Highways schemes for the A19(T), A66(T) and A174(T) such as the new A19 Central Tees Crossing, all of which will be of benefit to economic activity in the Borough.

Further detail about the Tees Valley approach to freight is set out in the Tees Valley Freight Implementation Plan, which is a part of the Strategic Transport Plan.

Freeport Teesport

Granted Freeport status in March 2021, Teesport is a key transport gateway to continental Europe and beyond. Including 9 locations as well as the port itself, the Freeport is expected to attract £1.4bn in additional inward investment as well as thousands of jobs.

As the main transport link from the Borough to continental Europe, Teesport has regular freight ferry services to Rotterdam and Zeebrugge as well as links with other ports throughout Europe. We will work with the Port to make sure that freight connectivity is reliable, resilient and fit for purpose. Additionally, the investment to support the sustainable development of Teesworks will also serve Teesport allowing for the easier movement of freight and people.

Proposals to keep the transport network in good condition

One of the most important actions we will make in the plan period is to keep the part of the transport network that is the Council's responsibility in a safe and good condition to benefit all users. This action includes:

- Highway maintenance including the resurfacing of the A171 Guisborough Bypass
- Bridge & structures maintenance, for example repairing the historic bridge over the Skelton Beck on the B1268. We are also carrying out a programme of principal inspections to help prioritise our investment
- Drainage schemes such as maintaining culverts and grids that take water away from the road surface. We will invest in upgrades at Chapel Beck and Flatts Lane whilst undertaking sea defence stabilisation at Skinningrove amongst others
- Street lighting for example replacing life expired columns and installing LED bulbs in an invest to save scheme
- Local safety schemes
- Traffic management schemes that expedite traffic movement safely such as improving the Normanby Top Signalised Junction

We will support National Highways, Network Rail and other providers in their future investment to keep their parts of the transport network in good condition to make sure it is attractive, safe to use and ready for the future.



Proposed activity in the Borough by 2030

Tees Valley Combined Authority proposals subject to funding and business case.

- Active Travel Hubs for walking & cycling
- Capacity increases along the railways serving the Borough including at Darlington and Middlesbrough
- Digital programme including traffic signals and information
- Electric vehicle charging infrastructure
- Enhanced Bus Partnership investment, including upgrading the Middlesbrough to Redcar and Middlesbrough to Brotton bus corridors.
Also new bus shelters and other investment for all bus services
- Gauge widening of the railways serving Teesport to allow for more efficient carriage of containers by rail
- Grant for highways, potholes and structures for Council use
- Improved or new railway stations in the Teesworks area with an associated interchange to other transport networks
- Improvements to railway stations as part of a upgrade programme
- Line speed increases to provide faster journeys
- New accessible footbridge at Redcar Central Station
- New hydrogen buses & associated hydrogen hub
- Normanby Road Cycle Route or alternative scheme
- Eastern section of the Guisborough to Nunthorpe Cycle Route
- Tees flex demand responsive bus service with new buses
- Wheels to Work service

Redcar & Cleveland Borough Council proposals subject to funding and business case.

- Access to Teesworks infrastructure
- Development of longer-term plans for new train services to Loftus and Nunthorpe
- Fishponds Roundabout improvement
- Highway maintenance schemes
- Safety schemes
- Saltburn Transport Strategy including a possible Park & Ride Site
- Strategic network of walk/cycle routes linking communities together
- Street lighting
- Structures maintenance schemes
- Traffic management duty schemes
- Travel plan infrastructure



4 Scheme Delivery

We are proposing a transformative investment transport package to facilitate the continued improvement in the economic, environmental and social well-being of the Borough

Our proposals are set out by year in Table 1 by year in the separate scheme delivery document. We will develop our proposals using appropriate business case methodologies to ensure that they are investment ready and are the best scheme to meet the needs of the user and the Borough. Our work is in addition to schemes delivered by the National Highways, Network Rail and TVCA.

We will work with, and seek funding from, the following organisations.

- Bus operators
- Businesses
- Developers
- National Highways
- Network Rail
- STDC
- Sustrans
- The Department for Transport
- Train operators
- Transport for the North
- TVCA and other organisations as identified at the time.

We will manage delivery of our schemes via the In Control project management system, or through an equivalent project management process, as required by the funding organisation. We will adapt our plans to take advantage of changes in funding, for example by being ready to deliver a scheme at short notice.







Monitoring and Governance

Oversight of the delivery of this document will be the responsibility of the Council's Cabinet through delegation to the Portfolio Holder for Highways & Transport, with an annual progress report.

Day to day governance of capital schemes will be provided by the Council's Project Management Group using the Council's project management system "In Control" which is compliant with Government guidance for evaluating business cases (the "Green Book"). In Control uses a process from the beginning of a scheme (outline business case) to after it has been delivered with an evaluation of the project. Business cases are prepared to demonstrate how a scheme performs in 5 categories - the Strategic Case, the Economic Case, the Commercial Case, the Financial Case and the Management Case.

Independent scrutiny advice will be provided by the Council's Growth, Enterprise & Environment Scrutiny and Improvement Committee. This process will be informed by the Tees Valley Transport Monitoring Report produced annually by the Tees Valley Combined Authority, as well as other evidence. This plan is thus a live document as we will seek to maximise the benefits to the Borough by taking advantage of changes in circumstances. In our reviews, we will also assess the impact of any changes in travel needs throughout the plan period, including those resulting from the COVID pandemic.

The Strategic Transport Plan will be reviewed periodically by the Tees Valley Combined Authority's Cabinet to make sure it is still delivering the vision and objectives within a dynamic and complex transport environment. As a managing partner of the Combined Authority, the Council will work with the other Tees Valley Councils to expedite the delivery of the whole plan for the benefit of both residents and businesses.

Actions lying within the responsibility of delivery partners will be implemented under their own governance processes, for example Network Rail's use of their Governance for Railway Investment Projects (GRIP) system. Oversight of other actions listed elsewhere in the Strategic Transport Plan will be made by the relevant organisation responsible, for example National Highways.

Table 2 Proposed Targets & indicator set

Reference	Definition	Output	Trend
TC11	% of applications submitted with travel plans which required them under Policy DP3	100%	Same
TC12	Number of people killed or seriously injured in traffic accidents (5 year rolling average, 2018).	25	Down
TC13	Bus patronage (year)	3,867,230	Down
	PM ₁₀ particulate matter (24 hour running mean measured at Dormanstown)	7 µg/m ³ (Ref. eq)	Low



Appendix A.

Summary of associated plans

National	Industrial Strategy	A long term plan to boost productivity and earning power throughout the UK. One of the foundations of the plan is the major upgrade of the UK's infrastructure, including the transport system
	Transport Investment Strategy	Setting out the priorities and approach for future transport investment decisions including the commitment to consult on a new Major Road Network. The strategy is a vital part of delivering the Government's Industrial Strategy and plan for Britain
Northern England	Transport for the North's Strategic Transport Plan	Sets out the case for connectivity priorities for strategic transport infrastructure and investment through to 2050, incorporating evidence from Rail North and other strategies. Will have statutory status when adopted
Tees Valley	Strategic Economic Plan	An industrial strategy to accelerate economic growth in the Tees Valley
	Investment Plan	A 5 year plan for investment supported by sector action plans
	Strategic Transport Plan (STP)	Focused on providing a high quality, quick, affordable, reliable and safe transport network for people and freight to move within, to and from the area
	Road Implementation Plan	Associated document to STP with Action Plan
	Rail Implementation Plan	Associated document to STP with Action Plan
	Bus Implementation Plan	Associated document to STP with Action Plan
Cycling & Walking Implementation Plan	Associated documents to STP with Action Plan	
Local Cycling & Walking Infrastructure Plan	Associated documents to STP with Action Plan	
Freight Implementation Plan	Associated document to STP with Action Plan	
Redcar & Cleveland	Local Plan (including supplementary planning documents)	Economy & Planning
	Climate Change Strategy	Sustainable living
	The Local Implementation Plan – "Transport for the Future".	Local transport actions
	Network Management Duty	Statutory plan
	Transport Asset Management Duty	Plan for upkeep of assets
	Rights of Way Improvement Plan	Statutory plan





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