

PARTNERING PROJECT PLAN			
Project Title:	Joint Strategic Transport Needs Assessment		Rev: 1
Project Number:	TBC	Cost Centre	TBC
Partner Organisations:	Fore Consulting Arup	Partner PMs:	Emma Roberts (Fore) Steve Wells (Arup)
Project Directors:	Kevin Parkes (MC) Mark Ladyman (RCBC)	Project Manager:	Dave Carter (MC)

Short description of original scope of work. (Include Milestones, Constraints and deliverables if applicable).

Overview

Middlesbrough and Redcar & Cleveland Councils require a Strategic Transport Needs Assessment to illustrate, through a transparent and robust process, the transport needs of the Boroughs in support of their economic growth ambitions, particularly following the creation of the South Tees Development Corporation (STDC). This will enable both Councils to contribute effectively to the ongoing delivery of the wider Tees Valley Strategic Transport Plan (STP), currently being prepared by the Tees Valley Combined Authority (TVCA), and also to influence future national investment programmes on both road and rail.

The study area envisaged is bounded by the A19 to the west, the River Tees to the north, the North Sea coast to the east, and the East Cleveland Hills to the south.

The Strategic Transport Needs Assessment should take account of the Government's Industrial Strategy and three principal documents that have been published recently:

- TfN's work on their identified Strategic Development Corridors.
- DfT's consultation on a Major Road Network.
- STDC Masterplan.

It is anticipated that the Strategic Transport Needs Assessment will be undertaken in three stages, mirroring the TVCA work on the Tees Valley STP, as follows.

Stage 1 – Why?

This stage should review the work undertaken to date, and set out clearly the context and rationale for the commission, with particular reference to the Tees Valley Strategic Economic Plan, and the ability for good internal and external access to employment opportunities.

The key output would be a set of objectives against which to assess what interventions will form part of pipeline of investment to support growth in the area.

Stage 2 – What?

This stage should build on previous work done in relation to forecast future growth, to identify the transport needs of the area, through understanding the current transport challenges and existing investment proposals as well as future interventions. This will enable any connectivity "gaps" to be identified and future transport needs to be specified.

This stage should also look at three known "gaps" at present:

- Any further improvements to the A66, based on the STDC Draft Masterplan.
- Bus improvements in the area.
- A preliminary assessment of the Nunthorpe Parkway proposal.

This stage should also be mindful of the significant air quality issues on the A66 and the requirement for Middlesbrough Council to develop mitigation measures during the course of the commission.

In particular, this stage is likely to include the following tasks:

- Confirm assumptions regarding future transport infrastructure improvements, particularly on the SRN. This will result in an agreed infrastructure register.
- Confirm assumptions with regard to additional housing sites and quantum of development and the likely build out of this development up to and beyond 2029. This will result in an agreed development database.
- Undertake high level trip generation, distribution and assignment calculations for new housing sites.
- Provide a high level assessment of how the use of sustainable modes could be maximised as a fundamental part of the provision of the additional housing.

This second stage of work will include the testing of the future transport infrastructure improvements. In the absence of the results of the review of the TVM in Stage 1, and as the full suite of transport interventions is not known at present, it is difficult to propose a methodology and cost for undertaking this testing. However, based on the “gaps” listed above we can make an early assumption that the following work will be required:

- Undertake a review of the Tees Valley (CUBE Voyager) Model (TVM) to assess it’s capability for being used to test the emerging schemes. This is likely to focus on the model’s ability to be used to test public transport interventions. This review will also include a check on the assumptions that have been taken regarding future development (when and where it will happen?) and the highway interventions (what they are and when has it been assumed that they will be built?) that have been coded into the model.
- Use the TVM to test the impact of future development across Middlesbrough and Redcar and Cleveland (Reference Case, i.e. no transport interventions).
- Use the TVM to test the impact of the highway schemes that form part of the infrastructure register.
- Use the TVM to test the impact of the bus improvement schemes that form part of the infrastructure register – the ability of the TVM to be used for this purpose will be confirmed as part of the initial model review.
- Develop a separate Excel spreadsheet model to assess the impact of the Nunthorpe Parkway proposal. Outputs from the TVM will be used to inform this assessment. We have assumed that this separate model will be required due to the likely inability of the CUBE model to be used to test the impact of a new rail station in Nunthorpe, but this will need to be confirmed as part of the initial model review.

The key output would be an initial set of sequenced interventions, with broad costs and benefits.

Stage 3 – How?

This stage would take the sequenced list of interventions and set out a high level route to delivery for each, identifying possible funding streams and any proposal for packaging of schemes that will help.

The key output will be an action plan and draft advocacy plan aimed at achieving the economic growth ambitions of both Boroughs, and one that could form a significant part of any future Devolution Deal or Growth Deal promoted by TVCA.

Timescales

It would be logical to link these stages to the planned two-monthly meetings of the portfolio holders and key Officers. Bearing in mind a short mobilisation time in early January, and any local elections in May,

this would suggest the following timescales (allowing meetings to be fixed):

- Stage 1 - end of January to end of February (5 weeks)
- Stage 2 - start of March to mid-May (10 weeks – to be confirmed following Stage 1 review)
- Stage 3 - mid-May to end of June (6 weeks).

At each stage, both Councils would have the ability to pause the work, or to look at alternatives.

The draft Strategic Transport Needs Assessment Report will be produced at the end of June 2018, allowing a final report to be produced by the end of July 2018, in line with the timescales for industry processes and the Tees Valley STP.

Revision: 1

Fee (£)

Based on the likely tasks, it is anticipated that Fore would take the lead on Stages 1 and 3, and Arup on Stage 2, although there will be some inputs from each consultant across all stages. The anticipated fees for each stage are as follows:

- Stage 1 - £4,515 (Fore), £1,125 (Arup)
- Stage 2 - £4,920 (Fore), £31,150 (Arup), with £5,000 contingency to be used if significant work is required to the TVM
- Stage 3 - £5,535 (Fore), £2,475 (Arup).

Total fees £49,720, with £5,000 contingency

Planned Dates

Start:	29 January 2018	Finish:	27 July 2018
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Conditions:

Collateral Warranty Required: **N**

Novation Agreement Required: **N**

Professional Indemnity Insurance: **£1m**

Date of Issue:

23/01/18

Signed:

MC

Fore

RCBC

Arup

Terms and Conditions as noted in Partnering Agreement