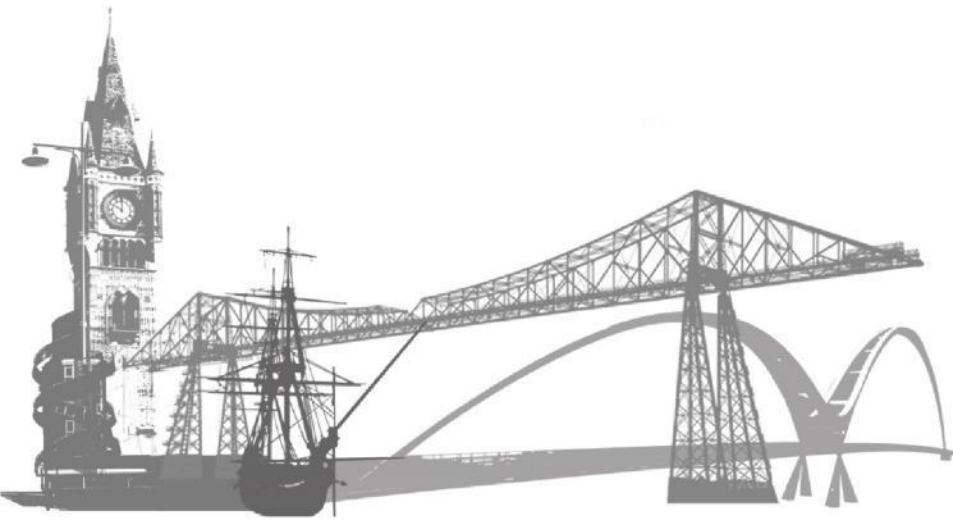




TEES VALLEY  
COMBINED  
AUTHORITY

TEES VALLEY MAYOR

# OPTIONS FOR CHANGE



1 March 2019

# Tees Valley Strategic Transport Plan

To provide a high quality, quick, affordable, reliable, integrated and safe transport network for people and freight to move within, to and from the Tees Valley.

## Infrastructure & National/International Networks

- National Rail;
- Major Roads;
- Connecting Economic Assets;
- Unlocking Key Sites;

## Wider Remit

- Local Journeys; and
- Deliver Social Equality and Protect and Enhance the Environment.



# Tees Valley Combined Authority Role

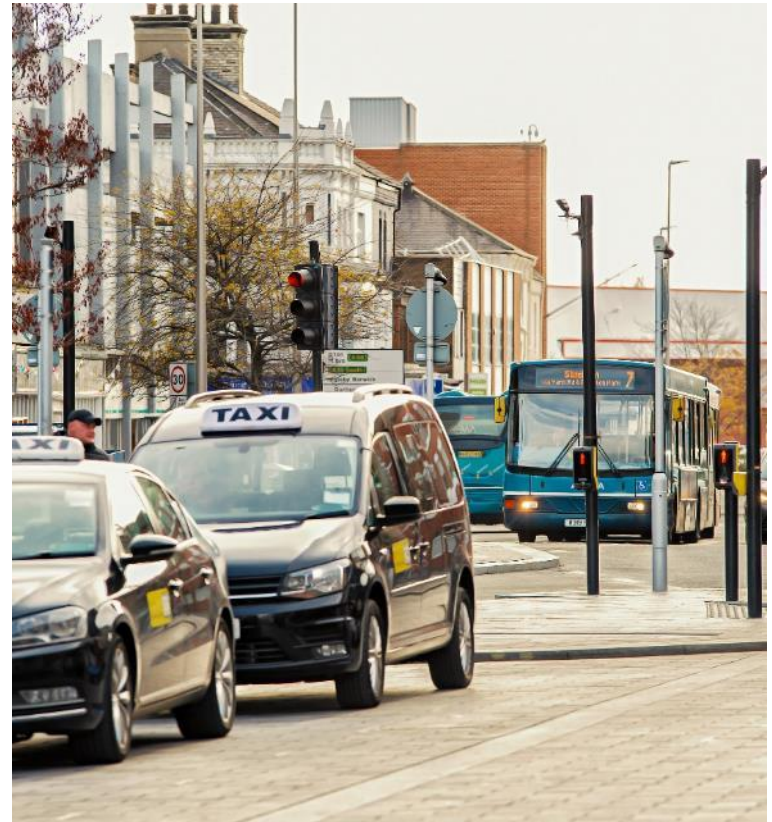
## Deliver Social Equality and Protect and Enhance the Environment

### Why

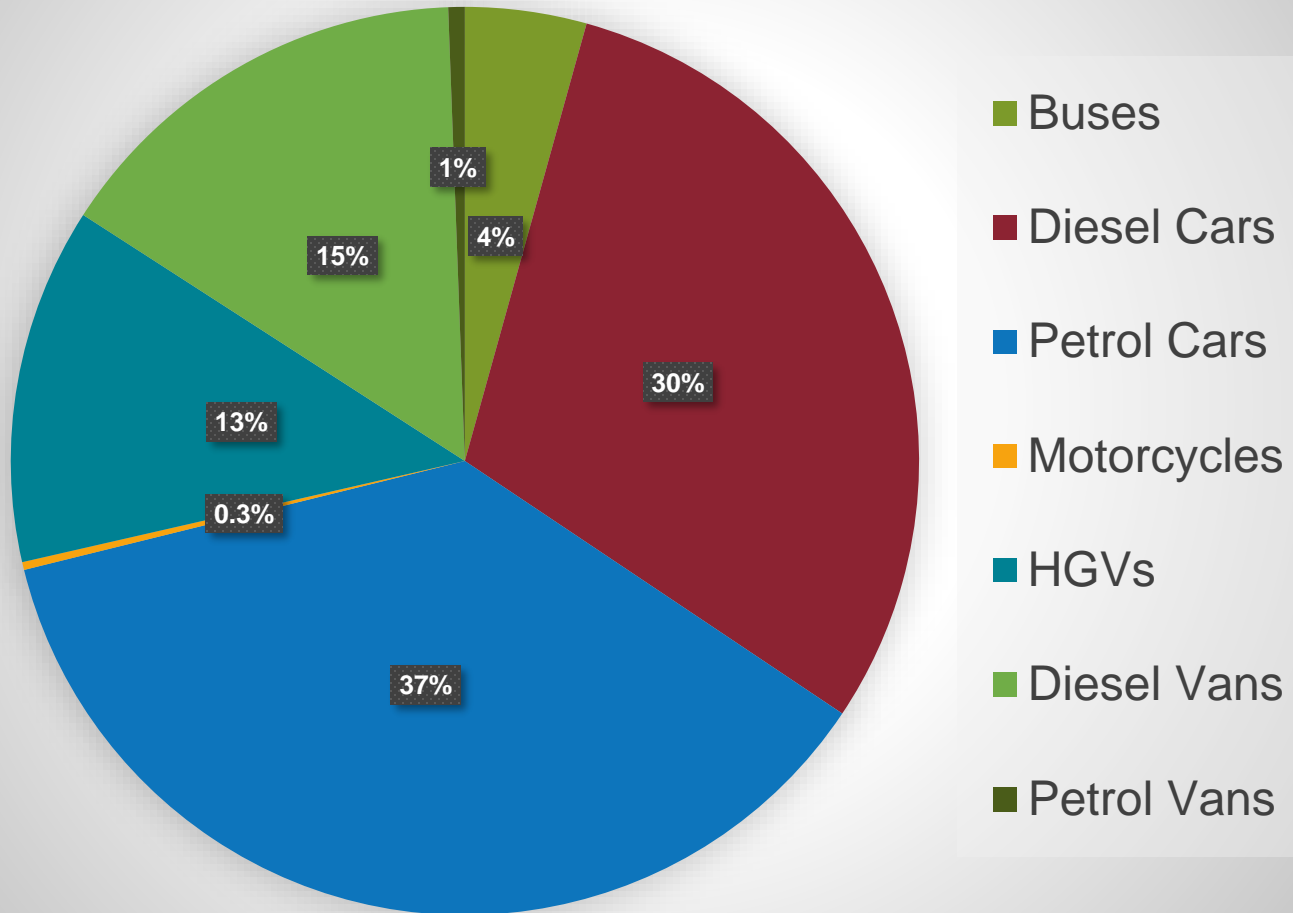
- Deliver measures to improve local air quality, minimising the emission of nitrogen oxide, nitrogen dioxide and particulates; and reducing carbon emissions and the contribution of transport to global carbon levels.

### What

- Development of integrated sustainable transport choices
- Let's Go Tees Valley behaviour change programmes, encouraging healthier more sustainable travel choices.
- Establish a coordinated approach to the promoting the use of Low Emission Vehicles and the provision of Low Emission Vehicle Infrastructure in the Tees Valley.



# 2016 Tees Valley Transport Energy Consumption



350,000 tonnes of oil equivalent - *DfT*

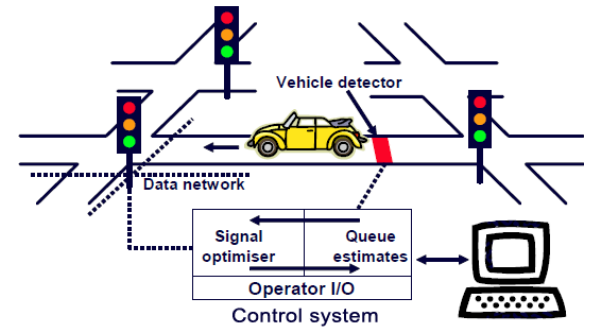
# Reducing Car Use

## Develop the infrastructure

- Active Travel – Improve Walking & Cycling Networks & Parking
- Bus Travel – Develop interchange facilities, bus priority measures
- Rail Travel – Develop interchange facilities
- Car Share
- Upgrade of Urban Traffic Management Control / Traffic Management

## Facilitate

- Bicycle availability
- Service Improvements – through lobbying / partnership working
- Seamless Affordable Travel – Smart ticketing / booking / journey planning





# Greening the Fleet

## Reducing the Emissions of vehicles already on our roads

- Low carbon fuels
- Alternative fuels
- Retrofitting engines
- Fuel Efficient driving
- Reducing Congestion

## Promoting the uptake of cleaner vehicles

- Regulation
- Financial incentives
- Provision of information



We have a role in ensuring that the infrastructure is in place to enable the uptake of cleaner fuels. We also have an opportunity to support the uptake of low emission vehicles across fleets.

# Greening the Fleet

## Electrical Charging Opportunity

- Less fragmented, more strategic approach
- Possibility of combining with solar power
- A better customer experience by providing standardisation of connections and payment facilities
- Provide facilities in areas of lower demand (not just low-hanging fruit)
- Target specific fleets, e.g. LA vehicles, taxis, NHS, Housing Groups, Car Clubs
- Combine with other initiatives, e.g. electric cargo bikes and vans, community projects, improved bus facilities



# Greening the Fleet

## Natural Gas

- Some major haulage operators in the are already deploying gas vehicles

## Hydrogen

- The nearest hydrogen fueling facilities are located in Sheffield and Fife.
- Hydrogen is available from local industry or 'well-to-wheel' solutions that utilise renewables combined with electrolysis.
- Funding for two hydrogen fuelling stations for road vehicles in Middlesbrough and Redcar
- Hydrogen buses, cars and vans are already on the roads. What next?
- A hydrogen rail project is currently being explored

Opportunities for expansion in other boroughs?

Opportunities for other vehicles?





# Greening the Fleet

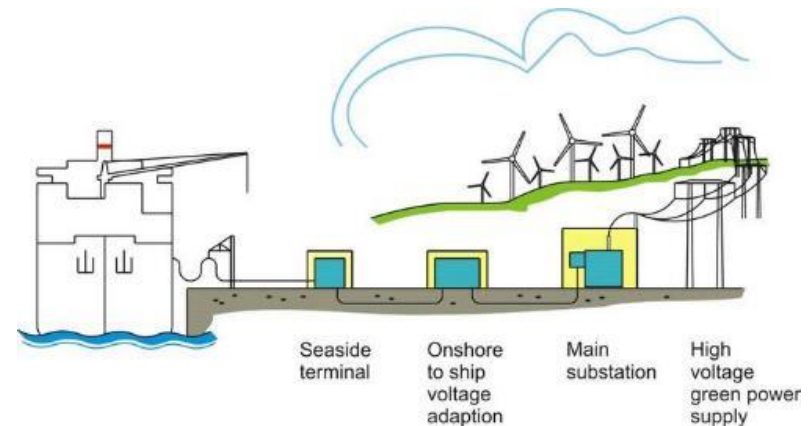
## Cycle Logistics

- 'Last Mile' deliveries saving time, money and emissions
- Currently have one cycle courier operation in Darlington (Green Link)
- Four More Boroughs to Go!



## Greener Shipping

- Scrubbers and Rotor Sails
- Slow Steaming
- LNG fuelled ships World's First Hydrogen-Powered Ship - Toyota's 'Energy Observer'
- Cleaner shore-side power to vessels while on berth
- 'Greener' shore-side handling equipment



# Greening the Fleet

## What Other Measures Could We Consider?

- Engage specialist audits to help companies identify how much emissions their operations produce and how they can make reductions
- Support road hauliers to retrofit equipment to improve fuel efficiency such as aerodynamic cab roof deflector, side panels, low rolling resistance tyres
- Support commercial van and HGV operators to make better use of in-cab technology (telematics systems) and improvement tools, e.g. driver and route performance analysis
- Funding for fuel-efficient driver training
- Measures to maximise payload and reduce empty-running.
- Urban consolidation. Could we explore potential for offsite consolidation and Delivery Service Plans and CLPs Construction Logistics Plans?
- Adopt a fleet recognition scheme, e.g. ECO Stars and promote awards

## What Is Working Well Elsewhere?

# Modal Shift – Getting Goods off the Road

Road accounts for 68% of the domestic freight market nationally but we are very multimodal in this area. Tens of millions of tonnes each year move by ...

- **Coastal ‘Feeder’ Shipping**

- More than 7 million tonnes pa of our local ports’ traffic is domestic

- **Port-centric Logistics**

- Major companies have significantly reduced their costs and carbon footprint by having imports brought almost directly into the distribution centre by ship



# Modal Shift – Getting Goods off the Road



## Rail

- Rail freight produces around a 76% reduction in CO2 emissions over road freight per tonne
- Approximately 200 freight trains and 100,000 tonnes a week moving to or from rail terminals in the Tees Valley
- Working with Network Rail and operators to get more goods on rail including investing in the local infrastructure



# Modal Shift – Getting Goods off the Road

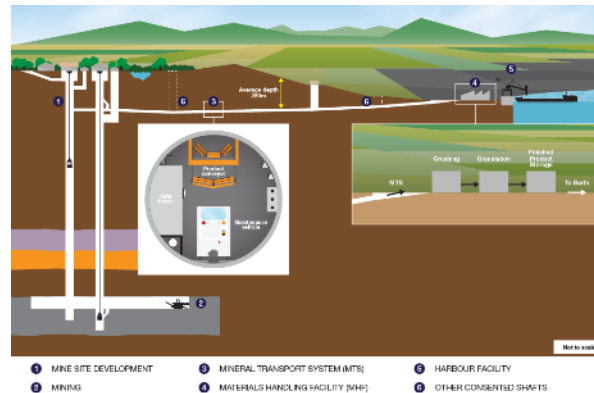
## Pipeline

- More than 20 million tonnes a year
- But still HGVs moving liquid bulks from one side of the river to the other



## Underground Conveyor

- A 23 mile tunnel will carry polyhalite from a mine under the North Yorkshire Moors to the local port





# Modal Shift + Greener Transport?



# Thank You

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